

THORNYCROFT

JOHN I. THORNYCROFT & CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 10, Kiukiang Road

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines

in Stock

For quotation apply—

SHANGHAI OFFICE.

Ready-to-Wear

Cream Gabernette Trousers

London Tailor-made, unshrinkable Cream Gabernette Trousers Cut on lines that ensure perfect fit and comfort in wear, and are well-finished. New stock just received.

MACKINTOSH

CO., LTD.
MEN'S WEAR SPECIALISTS.

16, DES VŒUX ROAD.

TELEPHONE 29.

THEATRE ROYAL

HONGKONG.

MAURICE E. BANDMAN

Presents

THE BANDMAN OPERA CO.

1921.

In all London's Latest Successes

TO-NIGHT!

TO-NIGHT!!

"KISS CALL"

from the Gaiety Theatre, London.

TO-MORROW	"TAILS UP" from the Comedy Theatre, London.
Thursday, April 7th.	"IBENE" from the Empire Theatre, London.
Friday, April 8th.	"GOING UP" from the Gaiety Theatre, London.
Saturday, April 9th.	"THE SHOP GIRL" from the Gaiety Theatre, London.
Monday, April 11th.	"AFGAR" from the London Pavilion.

PLANS AT MOUTRIE'S.

POPULAR PRICES \$4, \$2 & \$1.

[691]

BY APPOINTMENT

Apollinaris

NATURAL MINERAL WATER.

NOW AGAIN OBTAINABLE

Since its foundation in 1872, the Apollinaris business has always been BRITISH-OWNED.

THE APOLLINARIS CO., LTD.

Obtainable at:

THE HONGKONG HOTEL

THE REPULSE BAY HOTEL

and all leading Clubs & Stores.

Sold by:

LANE, CRAWFORD & CO.

[728]

Just Received from Manila

A Fine Assortment of

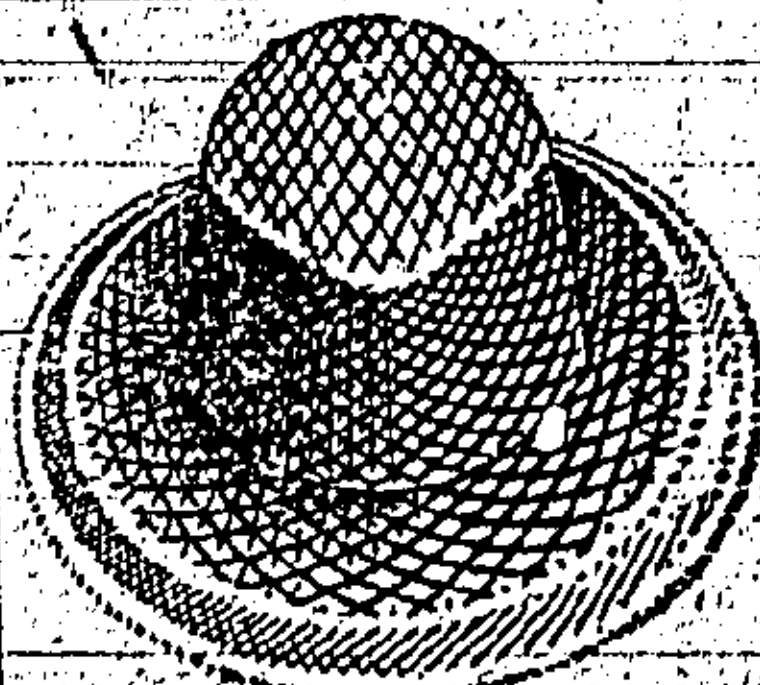
HEMP HATS for LADIES

in different shapes and assorted colours.

Inspection cordially invited.

SWATOW DRAWN WORK CO.

14, Des Vœux Rd. Central. Phone No. 2860.



SPORT

FOOTBALL

HONGKONG LEAGUE.

H.M.S. "TITANIA," 4; H.M.S. "AMBROSE," 1.

The Titania completed their fixtures in First Division League in grand style by winning from the Ambrose by the wide margin of 4 goals to 1. The game was played on the Navy "A" ground, yesterday afternoon, before a large number of blue-jackets. The Ambrose took the lead early in the game, when Hannaford beat Yeoman with a hard drive. The Titania soon made the scores level, Hendry beating Compton in Ambrose's goal. The Titania had most of the play, and headed a pass from the side into the goal of the net. From the centre the kick the Ambrose worked the ball down, and Knight sent in a low drive that Yeoman just stopped and threw out. The Titania then transferred play to the other end, and Hendry, running through the defence, scored number three for the Titania. The Ambrose went away with a rush from the centre kick, and Savary was pulled up for off-side close to the end. The other end Cooper forced a corner off Eldridge, but the ball was eventually put behind by Young. Half-time arrived with the Titania leading by 3 goals to 1. On resuming, the Ambrose were soon in Titania's half, and Maplesden kicked to touch. Playing with the wind, the Ambrose failed to accept the chances offered, and the Titania's backs, who were playing a defensive game, kicked the ball out when the attack got dangerous. The Titania forwards again took the ball down, and Young, receiving from Cooper, beat Compton with a fast shot. Mr. Masters, of H.M.S. Titania was the referee.

Owing to the League fixtures between these ships having been postponed so many times, it was decided before the match commenced to play for the four points.

DIVISION II.

St. Joseph's College turned out at full strength and had to wait for half an hour. The Club then could only muster six men, and the match was declared off, and the points awarded to the College.

JOCKEY CLUB GYMKHANA.

The following were the dividends paid on the winners in the Gymkhana races, on Saturday:—

Half-mile Race.—St. Anthony, \$10.20. Gymkhana Stakes.—Speckled Mouse, \$130.40. Class Handicap: "A" Class.—Scampdale, \$34.80. Bending Race in Heats.—Capt. E. G. Splinks, \$50.20. Class Handicap: "B" Class.—Hutton, \$0.40. One Mile Race.—St. Anthony, \$34.70. One and a Quarter Miles Race.—Bolshevik, \$33.30.

THE FAR EASTERN GAMES GRADES IN PICKING-ATHLETES.

The following list of minimum qualifications has been prepared by the North China Athletic Federation to guide its selection committee in the choosing of candidates for the China team. The pace is fast as indicated by the records found below, but it has been issued so that all sections may use the same list in determining what men there are outside of North China who should be considered for the team. Of course, not every man who comes up to these records can be assured that he will be selected, as it depends in each case upon the number of men who can do better than the minimum. In fact, there will be few if any men taken who cannot better these records, considerably.

Far Eastern Records	Minimum Standard for Selection
10 sec. 100 yds. 10.3 sec.	10.3 sec.
22 sec. 220 yds. 24 sec.	24 sec.
51 1/2 sec. 440 yds. 56 sec.	56 sec.
2 min. 8 sec. 880 yds. 212	212
4 min. 52 sec. 1 mile 5.5	5.5
10 min. 50 sec. 2 miles 11 min.	11 min.
16 1/6 sec. 120 yds. hurdles 18 sec.	18 sec.
26 2/5 sec. 220 yds. 25 sec.	25 sec.
37 ft. 4 1/4 in. Shot put (12) 40 ft.	40 ft.
10 ft. 10 3/8 in. Pole vault 10 ft.	10 ft.
5 ft. 7 3/4 in. High jump 5 ft. 6 in.	5 ft. 6 in.

FAMINE RELIEF FUNDS FOR RIVER CONSERVANCY.

The Civil Governor of Chihli has reported on the present bad condition of the Chulung river and has suggested that a portion of the contributions from the American Red Cross Association of the United States for the famine of North China be allotted for the dredging of this waterway for the permanent benefit of the farmers. The Chulung river, in Chihli, is regarded as one of the important waterways of North China. It connects with the Tachien, Tzeys and other rivers.

MANY CHANGES HAVE BEEN MADE

In the manufacture of glass, one of the most important is that invented by Sir William Crookes, who, as the result of numerous experiments, combining glass with various metals, has succeeded in producing a material which cuts off 98 per cent. of the infra-red or heat rays together with the ultra-violet or chemical rays—called Sir William Crookes Glass. Crookes lenses of any prescription, in either regular or Toric form are manufactured by the Hongkong Optical Co., Successors to Clark & Co., Manufacturing & Refracting Opticians—the most competent manufacturing optical establishment in the Colony—located in 63, Queen's Road Central.—Advt. [686]

CANTON REGATTA.

VERY SUCCESSFUL EVENT.

The Canton Rowing Club's annual regatta, held on Saturday, at Belcher's Island, Canton, was a very successful event. The programme started promptly at 2.15 p.m., the first event being the Inter-Club Senior Fours. Hongkong was well-represented by the Royal Hongkong Yacht Club and the V.R.C., and the former were successful in winning the Senior Fours, Senior Pairs and Single Sculls. The Junior Four was won by the V.R.C., and the Junior Pairs by the Canton Club. By kind permission of Commander E. B. Cloete, R.N., and Officers, H.M.S. Tarantula acted as flagship in which the Chairman, Mr. E. A. H. Sly, and Committee were "At Home." A large number of Canton residents turned out to watch the racing.

SENIOR FOURS.

The Senior Fours race was very keenly contested by all three crews. The Royals, getting a good start, obtained the lead, which they held to the 1/2 mile post. Canton and the V.R.C. then spurred and drew level, and the order continued until the 1/2 mile post was passed. At this point, the Royals made a great effort, spurred and again obtained a lead of one length from both their opponents, which they maintained to the winning post. The names of the winning crew are as follows:—C. L. Logan (bow); V. G. Smyth (3); P. H. Davies (3); J. S. McCann (stroke); T. H. White (cox).—Time, 6 mins. 35 secs.

JUNIOR PAIRS.

The second event was the Junior Pairs, which was well contested. The V.R.C. had a good start and obtained a lead of 1 1/2 lengths from Canton, which they maintained until the 1/2 mile post was passed. At this point, the stroke (J. Berenson) unfortunately got cramp in his arms and was obliged to stop rowing. Canton then obtained the lead, winning a good race from the Royals by 2 lengths. Winning crew:—A. E. Quin (bow); M. Ogier (stroke); A. Holson (cox).—Time, 5 mins. 30 secs.

SINGLE SCULLS.

The third event was the Single Sculls, for which only two entries were received; W. A. Alexander representing Canton, and J. S. McCann, Hongkong. Alexander very sportingly agreed to make the distance for this race half-a-mile, instead of a mile (as stated on the programme), as McCann had to row in the Senior Pairs later on in the day. Both rowmen had a hard start owing to the wash of a launch passing down to a hard race, which was won by McCann in 5 mins. 30 secs., by one length.

JUNIOR FOURS.

The fourth event was the Junior Fours race, which was keenly contested by all crews, the V.R.C. winning by 1 1/2 lengths from Canton and the Royals being third a length behind. The Royals were unfortunate in the selection of their Junior crew: how side throughout the race pulling too strongly against stroke side. Consequently the rudder was hard over against bow. V.R.C.—(bow) (G. T. Claridge (stroke); A. Carroll (cox).—Time, 6 mins. 27 secs.

SENIOR PAIRS.

The fifth event was the Senior Pairs, which promised to be the best of the day, as all crews were confident of winning. Canton got away from the start, and obtained a lead of one length from both their opponents, which they maintained to the quarter-mile post. The Royals and the V.R.C. at this point made a spurt and quickly drew level with Canton. It was then a neck-and-neck race until the 1/2 mile mark, and was won in an exciting manner by the Royals from Canton by a length. The V.R.C. crew, stroked by S. Dreyer, were unfortunate in this race, as the stroke's seat jammed in the slide, and they were obliged to stop rowing at the 1/2 mile post. They, however, continued and finished a good third. Winning crew:—V. G. Smyth (bow); J. S. McCann (stroke); T. H. White (cox).—Time, 5 mins. 50 secs.

SCULLS RACES.

The last event of the day was a race for Scratch Fours, the crews being drawn from the oarsmen who had rowed during the afternoon. This race, which was very close, was won by Lieut. Merriman's crew, S. Dreyer being 2nd, and Capt. Wahl 3rd.

PRIZE DISTRIBUTION.

At the conclusion of the afternoon's racing the rowing prizes were distributed on the flagship by Mrs. Sly, after which Mr. Alexander, in a few well chosen words, thanked Mrs. Sly for her kindness in presenting the prizes, and presented her with a beautiful bouquet of roses. Three very hearty cheers and the usual "tiger" were then given for Mrs. Sly. Mrs. Davenport Brown very kindly presented the Football Cup, and miniatures to the officers and crew of the flagship, which they had won during their stay in Canton.

DINNER AT VICTORIA HOTEL.

After the Regatta, the visitors were entertained to dinner at the Victoria Hotel; Shamoon, and a most enjoyable evening was spent. Mr. E. A. H. Sly, being in the chair. The chairman welcomed the visitors and expressed the hope that Canton would be more successful in the future. The Regatta was held on April 2nd. Mr. Dreyer and Mr. McCann replied for the visitors. Mr. Billy Logan very ably entertained the Company during dinner with reminiscences of rowing in bygone days and by a few well selected musical items.

GOLF NOTES.

[BY ZODIAC.]

I have been criticised in one of the local papers for my remarks last week, advocating the expenditure of more money on the Fanning courses. I am a poor man myself and certainly do not wish my Golf to be more expensive than it already is; but I did not recommend an increase in the subscriptions. I urged the members to look ahead and not be afraid of the R.H.K.G.C. borrowing money for the betterment of the courses. Golf in Hongkong is comparatively cheap as far as Golf is concerned; it is the inaccessibility of the courses that makes the game more expensive than it should be. I suggested that a professional should be engaged at once, not a paid Secretary as well. The engaging of a professional would in all probability cost the Club next to nothing; he would make his money out of the amateurs.

Further the junior members of office staffs, etc., are far better paid here than men in similar positions at home, and Golf is certainly cheaper in Hongkong than in England.

To be a member of the R.H.K.G.C., eligible for play on the Happy Valley course only, costs \$2 per mensem, which allows one to play Golf in Hongkong for about the same sum as it would cost to play for a similar period on a home side municipal course.

I read that there is a scheme afoot to make another Race Course in the Colony. This is extravagant if you like. How often is the Happy Valley course used for actual racing? If there really is a need for a Municipal Golf course then the Government ought to make one out of the proposed site for the new race track. It would make an excellent course, and provided a system of cheap locomotion was inaugurated it would be within the means of all.

On the other hand if the Government are not prepared to enter upon so large a scheme, why not turn the Happy Valley course into a Municipal course? I don't suppose the R.H.K.G.C. would have any objection to giving up the course as long as they knew it would be carried on as a Golf course for the benefit of those who patronize it already.

Several of my readers have discredited my statement of last week, regarding the drive with which Mr. Cox carried the bunker guarding the 18th green. My statement is perfectly correct, however, and there are witnesses prepared to vouch the truth of it. Furthermore, Mr. Cox is prepared to attempt a repetition of this performance at a thousand dollars a time, providing any member is willing to put up the money.

A few days ago I was playing at Fanning with a visitor to the Colony who happened to know that I was "Zodiac." So he said, "Why do you not write something about the number of divots that are replaced?" This rather upset me, and I informed him that I had done my best, but I might just as well address my remarks to the hills as to some of the players! It would make Golf so much more pleasant if players would only observe this etiquette of the game. The caddies can do a great deal in this respect, and possibly it would do an amount of good if notices were posted in Chinese in the caddies' compound, to the effect that it is their duty to replace divots.

The mention of caddies prompts me to remark on the "look see" boys who are posted round the Old course at Fanning. The present boys are useless. If it is impossible to obtain boys who will take a little intelligent interest in their work then it would be better to do without them altogether.

Notices to help relieve the congestion at Fanning have been posted on the Club notice boards and all members and subscribers are earnestly requested to abide by them. For the benefit of those players who have not the time to study the notice board I will reproduce them as briefly as possible. On Sundays ladies are not permitted to play at all on the Old Course; neither are three and four ball matches permissible before 12.44 p.m. Two-ball matches starting after this hour have not the right to go through three and four ball matches as long as such matches are keeping their place. On Saturdays ladies may not play between 1.44 p.m. and 3.30 p.m. and no mixed three or four ball matches are allowed at all. When Saturday is a general holiday this rule is not for. On Wednesdays mixed foursomes or singles and ladies' singles are not allowed to drive off until all the men players have driven off. Mixed three and four ball matches on these days are not allowed at all.

On public holidays mixed foursomes may start after 1.30 p.m., also mixed singles and ladies' singles, but mixed three and four ball matches are debarred. Visitors are not allowed to play on Sundays and public holidays without permission from the Committee.

On Sunday, 28 more tiffins were served than were actually ordered. Of course, the Club benefit financially, but it makes the work of the catering department exceedingly difficult. If this state of affairs goes on there is only one thing for the Committee to do, and that is to issue an order that no tiffins are to be served to players who have not ordered them beforehand.

(Continued at foot of next column.)

CORRESPONDENCE.

MANILA PROPERTY.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—With reference to the paragraph in this morning's paper dealing with the above matter, I am instructed to inform you that the public have not been and are not being asked to invest in this scheme. The whole property in question is being purchased by a large American Syndicate who appointed their own Agent (an Architect and Civil Engineer) to investigate, personally and report, which has been done. As to the new harbour improvements the whole scheme has been made public in the Manila Press.

I shall be obliged if you will kindly publish this letter.—Yours faithfully,
G. R. HAYWOOD,
Solicitor for the Agent.

Hongkong, April 4th, 1921.

SHANGHAI TRADE.

Messrs. Ilbert & Co.'s Piece Goods

Market Report says:—Business is if anything even quieter than last week with prices sagging all round. There is no particular reason for the exceptional dullness now prevailing, except that demand simply does not exist, this being partly attributable to the fact that we are now passing through the period known by the natives as "Ching Ming," during which the great mass of the population devote themselves entirely to paying reverence at the graves of their ancestors, leaving the affairs of the world to drift for the time being. This period will last for about another 10 days, after which a little more interest may possibly be taken in such earthly matters as piece goods.

Native money continues tight and clearances are poor, except in the local yarn trade, which appears to be able to weather the storms of the present day better than most other industries. The cloth manufactured by the local mills are, however, becoming somewhat of a glut on the market and are difficult to sell even at materially reduced prices.

H. B. WARING COMPANY.

The H. B. Waring Company will shortly be here—directly following the conclusion of the Bandman Company. The Company should receive a hearty welcome, for we are informed that it is easily one of the most versatile and reliable companies ever seen in the East. During their season here they will present plays of every possible type, including two of Shakespeare's—"The Merchant of Venice" and "Romeo and Juliet." From "The Merchant of Venice" to a play like "Ann" (which is one of the most charming comedies ever staged, and after the style of "Peg of My Heart," or "Mr. Pim Passes By") is a tremendous jump; or even to a French Comedy like "A Marriage of Convenience," and "She Stoops to Conquer"—yet the company are equally good in all roles. It is rarely one has an opportunity of witnessing old English classics, and, therefore, there is every reason to believe they will receive a hearty welcome, the more so as they are sure to be presented with all the beauty and dignity which is rightly theirs.

Last year, during the rainy season, I suggested that it would be a great convenience to players if small matchades were erected at various tees about the course, where there is no available shelter. I suggest it again this year and I am sure they would be greatly appreciated. I have not gone into the question of cost, but I imagine it would be a very small sum.

I have been asked whether the various rules relating to four-ball matches, etc., apply to the New Course as well as the Old. The Committee have not made this quite clear, and as the question has been raised it would be as well to have the notices made clear.

The sand has improved the greens so considerably that I hope the Greens Committee will put another good covering on before the rains come, so that by next season we shall be able to putt with more confidence. Money spent in this way will be well spent and beneficial to all.

I have previously raised the question of water hazards at Fanning, and I have been requested to raise the matter again, with a hope that the Committee will do something. There are obvious water hazards at Fanning, on both courses, but unless the Committee declare them as such, players cannot take advantage of Rule 27 of the Rules of Golf. If a player gets into one of the hazards there is only one thing to do, and that is to tee up on fairway and lose two strokes, under the local rule. There seems to be some doubt about the local rule, even for one member of the Committee when asked if it applied to the ditches on the New Course, stated that this penalty only applied to the Old Course, and that the penalty on the New was only one stroke. Another that the rule applied equally to both courses. If the Committee themselves do not agree then there is something wrong and the sooner it is put right the better. No Committee have the right to ignore the Rules of Golf; local rules are only intended to cover such obstructions which are not provided for in the Rules. Water hazards are provided for and the penalty for lifting one's ball from one is the loss of one stroke, not two. It is up to the Committee to declare the water hazards, and leave the local rule to apply to other unplayable lies on either course.

THE RECENT DISTURBANCE
BY AMERICAN SAILORS.35 PROSECUTED AT THE
MAGISTRACY.

FINES TOTAL \$400.

The riotous proceedings of sailors of the U.S. Navy in the bar of the Hongkong Hotel, and in the centre of Victoria, on the night of March 18th, were investigated by Mr. R. E. Lindell, at the Magistracy, yesterday afternoon. Mr. Hugh St. E. Miller, who attended on behalf of the United States Consul, occupied a seat on the Bench.

After a hearing which lasted nearly three hours, the Magistrate convicted all the defendants of riotous behaviour and of assault and sent the ringleader to prison for fourteen days with hard labour, but subsequently, on the application of the Naval officer in charge of the men, changed the sentence to a fine of \$50. The defendants admitted instigating the affair but said by way of extenuation that they had suffered much annoyance for some time previously from parties of British bluejackets who outnumbered them.

The Assistant Crown Solicitor (Mr. Hazlerigg), appeared for the prosecution; the Assistant Harbour Master (Major C. Willson, O.B.E.), the Captain-Superintendent of Police (Mr. E. D. C. Wolfe), and Lieut. R. G. Chichester, R.N., H.M.S. *Titanic*, also attended.

Lieut. C. H. Mecom, U.S. Navy, represented the Commander of the U.S.S. *Wilmington*.

There were 35 defendants, and the accommodation of the Court was considerably taxed to find room for them all. At any rate they were spared the indignity of standing in the dock; the space in front of the dock was also insufficient, so the men were ranged in a wide semi-circle which included the dock in its orbit.

In reply to the Magistrate, Lieut. Mecom said the defendants were not legally represented.

THE CHARGES.

The Magistrate: The defendants all know the three charges?

Lieut. Mecom: We have never received a copy of them.

The Magistrate, addressing the defendants, said: The first charge is that you all behaved in a noisy and disorderly manner in Pedder Street (that is the street facing the Hongkong Hotel) on the 18th March last. The next charge is that you damaged tumblers and glasses, valued at \$3.60, the property of the Hongkong Hotel Company, and the third charge is that you unlawfully did assault Acting Inspector Field, of the Police Force, Mr. White, steward of the Hongkong Hotel, and William Hart and five other British seamen.

Mr. Hazlerigg: The charge in respect of assaulting Inspector Field and Mr. White is an error.

The Magistrate: Then the charge of assault is in respect of six naval men.

Mr. Hazlerigg, in opening, said the case arose out of a disturbance already reported in the Press. He would call evidence that one of the defendants attempted to start an argument with bluejackets in the bar of the Hongkong Hotel; no notice was taken of him and he then called in 35 or 40 naval ratings from the *Wilmington* who, without any provocation whatever, assaulted the seven or eight men in the bar, who, by weight of numbers, were overpowered and received more or less serious injuries. Some of the accused had, not exactly knuckle dusters, but knuckle protectors on their fists, and one, at least, was armed with a weapon of a dangerous nature—a piece of iron or lead piping, with which a man might easily have been killed. That was material, because it showed that the whole assault was premeditated. Mr. Hazlerigg described the defendants' riotous procession through the streets and the stopping of Service men, he suggested with the intention of having another fight.

"NOT A MEN'S LARK."

The evidence, he suggested, would satisfy the Court that this was not a mere lark by liberty men on shore for the evening, but that the assault was of a very aggravated nature and might easily have resulted in the death of some of the men; and further, he submitted that the whole disturbance was premeditated. He asked the Magistrate, if the ringleader were discovered, to make such an example of him as would preclude any likelihood of any recurrence of this kind of disturbance in the town.

On the entry of the first witness into the box, Lieut. Mecom asked if he had the privilege of appearing as counsel and questioning witnesses.

The Magistrate: Certainly. I think that will be most satisfactory, and take less time than if each of the defendants questioned the witnesses.

Noel Bernard White, steward of the Hongkong Hotel, said he had been called to the bar just before the disturbance. Some bluejackets and civilians were in the bar; they were all behaving quietly and were sober. An American sailor, with a white band on his arm, brought in 30 or 40 more.

The witness was sent to make a circuit of the defendants but he returned to the box with the information that he could not identify the man "with the white band on his arm."

Continuing, the witness said "the biggest side"—the Americans—"went for" the British sailors. He saw blows struck with fists and leather bands on fists. He also saw a few men using lengths of piping. One British sailor was "laid out" in the bar. Not much damage was done to the hotel property.

The Magistrate: How many men do you say the man with the white band brought in?

Witness: 30 or 40, at least.

At this a titter went round the semi-circle of defendants, and they were sharply told by the Magistrate to keep order.

Lieut. Mecom: They all started to fight?

Witness: Yes, they all lined up first in two ranks.

Forty of our men jumped on about eight British?—Between 30 and 40.

Did not some stay outside?—No, they all came in.

You are positive these weapons were used?—Yes, I saw them.

Do you think anyone hit with them would recover without going to hospital?—I can't say that.

"WHO WON THE WAR?"

Leading Stoker Joseph Anthony Guest, of H.M.S. *Titanic*, said that at 8.30 p.m., on March 18th he and a friend were having a drink in the Hongkong Hotel bar prior to going to the theatre. About eight or ten British sailors were about the bar.

"In walked that man there," continued the witness, dramatically, "the second from the stanchion" (the "stanchion" being the post at one of the corners of the dock. A count showed that this was the 18th defendant, named Koster).

The witness: He said, "Who won the war?" None of us knew—(laughter)—no one answered him. He called in "the guys"—in came quite a large force. I don't think all these were there, but there were a lot more that are not here.

How many do you think altogether?—If I guess—will guessing do, sir?—About 30. (More titters from the defendants at the estimate).

What happened when "the guys" came in?—They started an attack: we were sitting down. One of our chaps went out of the window. I did not know the window was there or I would have gone out, too—(laughter). A chap hit me over the head with a bottle. There was a bludgeon you have got it here—I don't know who hit me with that. It was a "ginger" chap—not that one—indicating a defendant with red hair—who hit me with a bottle. The witness went on to explain that he received a severe blow with the bludgeon which would have struck his head if he had not kicked his assailant.

Mr. Hazlerigg: Look at the material wrapped round the bludgeon. Do you see that on the *Titanic*?—No, it's an American invention. We have no "insertion" (insulating material the witness meant) this width. Mass production that, sir.

Lieut. Mecom: You are positive 30 men entered the bar?—It was about that. I was guessing. I asked if a guess would do.

It was more than two to one—More than four to one.

They jumped on you about four to one?—Yes. It would have been nine to one if all the Americans present had jumped on us.

Lieut. Mecom suggested that the witness was not very reliable—nine to one would be more than the *Wilmington* had ashore that day.

A MATHEMATICIAN.

Witness: I am a mathematician as well as you, sir. Eight nine's are 72. (The lieutenant was taking the witness's outside estimate). The witness next contested Lieut. Mecom's statement that there was only one U.S. Navy vessel in the port at the time; he averred that there were two.

Lieut. Mecom remarked to the Magistrate that he did not understand the gravity of the charges, and he had to leave for Amoy immediately after the incident, or he would have tried to bring evidence of people in the hotel who supported the claim of his men that the ringleader let in eight men; so that there might be a fight, man for man. Disinterested spectators assured him that was what happened. It was rather objectionable to say the Americans fought four to one.

Mr. Hazlerigg: It does not make much difference if they used bludgeons.

A FUNERAL PROCESSION.

The Magistrate (to the witness): Is it a fact that eight men came in first?

Witness: There were two lines of them! It was like a funeral procession, lining each side. In came the American Navy—I thought it was.

Was the fight started by eight men?—No, sir.

Leading Stoker Thomas O'Brien, of H.M.S. *Titanic*, the next witness, identified a different man as the ringleader. He spoke to being knocked down and kicked in the chest.

Lieut. Mecom: Were there more Americans than British?—We stood no chance; there were too many for us to fight.

The Magistrate: It was not man to man?—Well, the ringleader said that, "one man each,"—but more came in. I should say there were 30 to 8.

Mr. Hazlerigg said the whole 30 would not be in the fight; the witness had said some were not fighting but were overturning tables.

First Stoker William Hart, H.M.S. *Titanic*, agreed with the first seaman's identification of the ringleaders and estimated the number of Americans who entered the bar as 15 to 20, and the number of bluejackets as 6 or 8. He was knocked down by a blow on the back.

Lieut. Mecom: Did you hear of any trouble the night before, when a large number of bluejackets set upon Americans, whom they out-numbered?

This question aroused some discussion with the Magistrate and Mr. Hazlerigg, and the witness was told he could only speak of incidents within his personal knowledge.

PREVIOUS DISPUTES.

Lieut. Mecom took occasion to indicate the defence. This kind of thing, he said, did not come out of a clear sky, unless there was some instigation.

The Magistrate was informed that the police and the naval authorities knew of no disturbance on the previous night.

Stoker Edward Wilkins, H.M.S. *Titanic*, said 30 or more attacked 8 British sailors. Four men attacked him at once. After further similar evidence Police Sergeant Elson described the proceedings in the street when the crowd left the bar. When he told the men to be more orderly, there was a small chorus of "Here's a bastard policeman; shall we see him off?" Eventually, they were arrested by the naval picket. Sgt. C. E. Terry gave similar evidence. He said that in the street, as the Americans seemed to be "looking for trouble," he telephoned the Central Police Station for assistance.

Lieut. R. G. Chichester, R.N., spoke as to the arrest by the picket. The man gave no trouble at all when arrested.

This concluded the case for the prosecution. Lieut. Mecom said that some of the defendants wished to give evidence. He would call Defendant No. 1, Koster.

The Magistrate: The man identified by several witnesses as the ringleader.

THE RINGLEADER'S STORY.

Henry Orville Koster, coxswain of the U.S.S. *Wilmington*, said: This bunch went over there principally with the object of finishing up the arguments we got thrown up to us every time we go ashore. We got shouldered off the side walks and got argued with as to who won the war. "Being usually in a minority we could not put up much of a fight. It seems to be the British idea in a play to get 10 or 12 British sailors in a circle and work with their boots. We didn't like that a bit, sir! That night we went to square this thing up. In the bar of the Hongkong Hotel, I called them." (The witness added that he explained to the men the grievance just narrated and concluded: "Any arguments about who won the war or who has the best Navy, have it out.") He continued: "There's 14 here," and 14 Americans came in and proceeded to do what they pleased with their fists. That some of the witnesses say they were outnumbered was due to the fact that some left by the window route; but at the beginning it was man to man. No British sailor was engaged at one time with more than one American.

Lieut. Mecom asked the witness about earlier disputes.

Mr. Hazlerigg: I don't think this is relevant.

The Magistrate: I think it is. It shows motive. An entirely unprovoked assault is very different from "trying to get your own back."

Mr. Hazlerigg: One might go back from one dispute to another, right back to the War of Independence.

The Magistrate: I think it is a fair question. I admit it.

The witness said that a few months ago a bunch of British sailors "took him for a soccer ball." It was 20 men to two. On another occasion "a boat load of British sailors called him 'a Yankee bastard' and none of them would come ashore to fight it out."

The defendant caused a diversion when he mentioned that he denied striking one of the witnesses; the witness re-affirmed his statement from his seat. "Wait while I call him a liar," said the defendant.

The Magistrate: You must not go on like that here. He has sworn to it and you must leave it at that. Do you deny you took part in the fight?

"NO WEAPONS USED."

Witness: Not a bit; I only deny that I struck that man. He added that none of the Americans used weapons. "One of our sailors tried to 'crown a guy' with a beer bottle."

The Magistrate: This (holding up the bludgeon) was picked up there.

Witness: I never saw any of them used.

Robert Warren, another defendant, said he was assaulted in a house in Ship Street by a large number of British sailors, on March 17th. Attacks by five British seamen to one American were frequent.

In reply to Mr. Hazlerigg, he could not identify any of the men in the hotel bar as assailants on previous occasions.

The Magistrate (to Lieut. Mecom): Did I understand you to say witnesses in the hotel could give material evidence on your men's behalf?

Lieut. Mecom said that they were only casual acquaintances who spoke to him. He did not know their names.

Mr. Hazlerigg, addressing the Magistrate on the evidence for the defence, remarked that any number of previous minor differences with British sailors could only be pleaded in mitigation of punishment in this case.

The Magistrate: Certainly. Mr. Hazlerigg: To justify an assault one must be actually defending blows being struck. The evidence shows that this was a very serious assault, and the defendants are fortunate that they are not standing here on a much more serious charge.

The Magistrate: Of course, you cannot bring home the assault to more than a very few.

"ALL EQUALLY GUILTY."

Mr. Hazlerigg: The evidence of the witnesses for the defence has borne out the suggestion of the prosecution that the whole affair was a planned and organised reprisal for a number of previous grievances, either fancied or real. As all came together, all are equally guilty, whether it is the assault or the disturbance outside.

Lieut. Mecom agreed that the only plea possible was one of mitigation of penalty. American sailors were trained to act for themselves, and he did not know until he investigated this affair on ship board, that they had all these prior grievances. They did not go to the police; they took a pride in looking after themselves. If the trouble had been brought to the notice of the proper authorities the affair in the hotel would have been avoided; the American Navy had always experienced every support and co-operation from the British Command. The defendants were young, none of them was over 25 and the average age was 21; there were only 500 of them compared with 2,000 British naval men in the port. From pride of country and race they stuck together to try and fight this thing out. Of course, they had no right to do so, but sailors were not very reasonable beings and the men had not realised the seriousness of their offence and the consequences it would have. "The idea," concluded Lieut. Mecom, "was to fight it out man to man with the British. I quite agree, it can't be done in a civilised town like Hongkong. I don't think there was anything vicious in it—no more than a glove fight on the fo'c'sle."

THE MAGISTRATE'S DECISION.

The Magistrate: I find the first charge of behaving in a disorderly manner proved against all the defendants, and on that I fine them \$10 each.

The damage is such a small matter and might have been caused by either party in the course of the disturbance; I shall dismiss that charge.

As regards the assault, I record a conviction against all the defendants, but I shall impose no penalty except in the case of the man (Koster) who appears to have led the whole thing. He will have to go to prison for fourteen days with hard labour. The remainder, no penalty.

Mr. Hazlerigg said the prosecution had not been brought with the object of revenge, but only to prevent a recurrence. He would like the other defendants to be bound over to keep the peace.

This was done, in a personal surety of \$100 each.

Afterwards, Lieut. Mecom applied to the Magistrate and asked him to reconsider his decision and to impose a fine, instead of imprisonment, in the case of Koster, who he said had a very good record in the U.S. Navy.

The Magistrate consulted the Captain Superintendent of Police, who said he had no objection, provided that a substantial fine were imposed, and the Magistrate then decided to vary the penalty to a fine of \$50.

The hearing lasted about three hours.

ALLEGED ILLEGAL RAID.
CONSTABLES CHARGED.

Two Chinese constables, one of whom officiates as court constable in Mr. Lindell's Court, were yesterday charged before the Magistrate with violation of duty.

Chief Detective Inspector Morrison said that, according to information received, the defendants were alleged to have conducted an unauthorized raid on a house in Chinatown and stolen \$80 in money. The Inspector also stated that another serious charge preferred against the defendants was being investigated, and asked for a remand.

The defendants were remanded until April 11th.

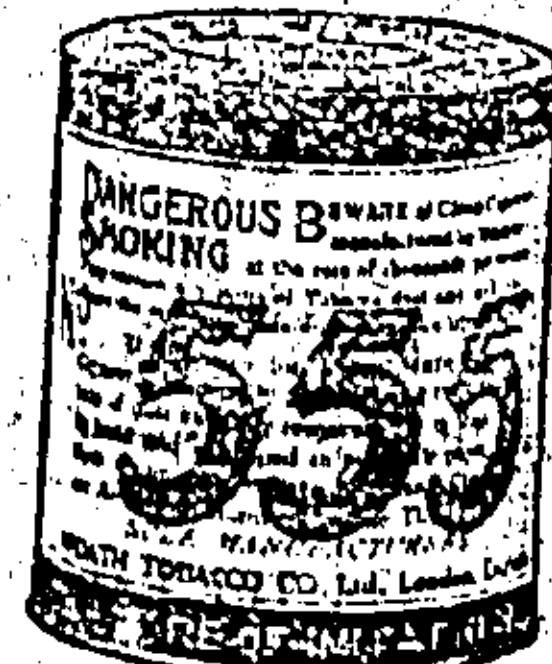
ALLEGED ATTEMPTED MURDER.

A Chinese picked up on Saturday by the police in Saigon Street, Yau-mat, suffering from several stab wounds, is now lying in the Government Civil Hospital in a critical condition. Attempted murder is suspected, and enquiries are being made.

AN ENTIRELY NEW STOCK
OF CIGARS.

We beg to inform our patrons that we have replaced the stocks destroyed by fire, and can now execute orders in any quantities.

CIGARETTES

VIRGINIAN
TURKISHEGYPTIAN
RUSSIAN

A large selection of high-class brands may be seen at our store.

TOBACCO

DUNHILL'S, JOHN COTTON'S, ARDATH, CRAVEN, FRUMPT'S, SMITH'S, CARRERA'S, etc.

PIPES, SMOKERS' REQUISITES.

LANE, CRAWFORD

[15]

SPECIFY

"DOBBIE McINNES"

MARINE BOURDON GAUGE.

Substantially designed, accurate and durable.

ANY PRESSURE UP TO 500 lbs.

SOLE AGENTS:

LANE, CRAWFORD & CO.

HONGKONG.

[17]

OPERATIC RECORDS YOU SHOULD HAVE IN
YOUR COLLECTION.

D5578—Lohengrin	A. Polvera
D5586—Madame Butterfly	(Prows maggior)
D5586—Madame Butterfly	G. Armanini & T. Parris
D5586—Madame Butterfly	(Addio horito sail)
D5586—Madame Butterfly	E. Cottino & E. Badini
D5586—Madame Butterfly	(Nedda Fonia)
D5586—Madame Butterfly	A. Bendinelli
D5586—Madame Butterfly	(Il sogno)
D5586—Madame Butterfly	Bondinelli, Formichi, Martino
D5586—Madame Butterfly	(Che fate qui, Signor)

The Anderson Music Co., Ltd.

16, Des Voeux Road Central.

[18]

Wm Powell Ltd

TELEPHONE 3146.

GENTLEMEN'S TAILORS and BREECHES MAKERS.

We have just received a new consignment

of

HIGH-CLASS

SUMMER SUITINGS

IN

SUBSTANTIAL LIGHT-WEIGHT MATERIALS

INCLUDING

SMART LINENS, COTTONS and SILKS.

FANCY CASHMERES,

WORSTEDS, FLANNELS, SERGES,

etc., etc.

"TAIPO" CLOTH This is a new fabric and the ideal cloth for SUMMER WEAR.

[19]

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

SINN FEIN VENGEANCE.

DEAD BODY FOUND ON ASHFORD GOLF LINKS.

London, April 4th.
An unknown man was found shot dead on the Ashford (Middlesex) golf links. There was a note pinned to the body, bearing the words, "Let spies and traitors beware," and signed "The Irish Republican Army."

This is the first case of Sinn Fein vengeance in England.

TO DEPORT KARL.

ARRANGEMENTS NOW COMPLETE.

London, April 4th.
Despite the Hungarian Government's assurance, arrangements for the deportation of Karl are complete. The ex-Emperor is still at Steinamanger, where he is parading in military uniform and is in high spirits. The Swiss Government enquiry implicates Prince Sixtus of Bourbon, in Karl's departure from Switzerland. Prince Sixtus obtaining for him a Spanish passport in an assumed name.

"LITTLE ENTENTE'S" ULTIMATUM TO HUNGARY.

London, April 4th.
Renter learns that the Little Entente, comprising Italy, Jugoslavia, Rumania and Czechoslovakia, has sent an ultimatum to the Hungarian Regent, Admiral Horthy, that unless Karl leaves Hungarian territory by April 7th, they will begin military operations against Hungary.

It is pointed out that the Little Entente does not regard Karl's adventure as a comic opera affair, as it seems to be considered in some quarters, but as a most serious development involving grave issues for all the States in the Entente.

TEHERAN TURMOIL.

DEPOSING GRANDEES FROM POWER.

Rome, April 3rd.
The Times Teheran correspondent says that the Cossack coup in February is assuming the aspect of a new revolution with the object of transferring power from the grandees to the intellectual aristocracy. The financial situation is acute, and in this connection the Government is anxiously awaiting the return of the British Adviser. The Opium Department and the notorious Ministry of Justice have been suppressed. Special tribunals are busy clearing off the immense arrears of cases, in order to clear the ground for a new judicial system.

CHESS TOURNAMENT.

INVITATION TO EUROPEAN MASTERS.

Havana, April 4th.
An international chess tournament has been planned for December. Lasker and Capablanca intend to participate, and an invitation has been despatched to the European masters.

STEVENSON'S TOUR.

TO INCLUDE HONGKONG.

London, April 4th.
The ex-champion billiardist Stevenson sails on the *Walmer Castle* on April 8th for a two-year tour around the world, beginning at Cape Town. The whole of South Africa, including Rhodesia, is in the itinerary. He will then visit India, Burma, the Malay States, Hongkong, Australia, New Zealand, and Canada.

TURCO-FRENCH PACT.

DENIAL OF RUMOURS.

Paris, April 4th.
The Angora Government's delegation in Paris denies the rumours and the report from Constantinople that the Anglo-French pact has repudiated the Turco-French pact. He declares that Angora troops have been forbidden to attack the French.

LATEST CABLES.

TRIPLE ALLIANCE THREAT.

POLICE TO PROTECT FIFESHIRE FURNACEMEN.

London, April 4th.
A large force of police has been drafted to protect the furnacemen in two Fifeshire collieries, where two thousand miners compelled the engineers to cease work, giving half-an-hour to do so. Naval ratings will be drafted to the Fife mines.

EARLIER CABLES.

SUPPORT FOR MINERS ON STRIKE.

London, April 3rd.
The Government has decided that miners striking are not entitled to the unemployment allowances, on the ground that unemployment arises out of a trade dispute. Meetings of railwaymen at Birmingham, Newcastle, Derby, Romford, Sheffield, and Leeds and of the Southern Federation, the last named representing 100,000, to-day, passed a resolution in favour of supporting the miners. Most of the resolutions indicated support even to striking.

PARALYSE TRANSPORT.

London, April 3rd.
At meetings of the transport workers and railwaymen in London and other centres to-day, the speakers strongly favoured action in support of the miners, declaring that if other unions allowed the miners to be beaten they would be attacked and beaten in turn.

Mr. Cramp, Secretary of the Railwaymen's Union, speaking at Birmingham, said that if he felt that the Triple Alliance were solid, he would do his utmost to get every man to stop work immediately. It was an heroic thing to lead men to battle, but foolish to lead them into a ditch. For success, all means of transport must be stopped.

COAL CONSERVATION ORDER.

Orders restricting the consumption of coal have been issued. Domestic supplies are limited to 1 cwt. weekly, and industrial consumption generally to half the normal.

RESTORATION OF DEVASTATED AREAS.

LABOUR INTERNATIONALE'S PROPOSALS.

Amsterdam, April 4th.
The Conference of the Second Labour Internationale has passed a resolution, with the concurrence of the German delegates, in favour of the immediate restoration of the devastated regions by means of international loans, which Germany should undertake to repay in thirty annuities. Other indemnities, according to the resolution, should be fixed in accordance with German prosperity, with a sliding scale based not only upon exports, but upon internal taxation as compared with other countries.

INDIA'S NEW VICEROY.

GREAT RECEPTION IN BOMBAY.

Bombay, April 3rd.
Lord Reading's reception was one of the finest accorded to any Viceroy, being marked by booming guns and huge cheering crowds. The Corporation's address of welcome alluded to the ancient race to which the Viceroy belongs. In replying to the address, Lord Reading wondered whether perhaps by some fortunate and almost indefinitely subtle subconsciousness his descent might quicken and facilitate his understanding of the aims and aspirations, joys and sorrows of the Indian people and assist him to catch the almost inarticulate cries and inaudible whispers of multitudes who sometimes suffer most, yet find it difficult, if not impossible, to express their needs.

FAR EASTERN CABLE NEWS.

(FROM OUR OWN CORRESPONDENT.)

AERIAL TOURING IN CHINA.

Peking, April 3rd.
Aerial touring in China was inaugurated yesterday, when three flights were made over Peking in a Vickers-Vimy aeroplane under the pilotage of a British aviator.

(THROUGH REUTER'S AGENCY.)

CHINESE LEGATION PUZZLE FOR THIEVES.

London, April 4th.
Thieves visited the Chinese Legation last night, and opened a case belonging to the Charge d'Affaires, Mr. Tang, which had contained a box of ancient jewellery valued at a million lire, but fortunately the box had been removed for safe custody. The thieves searched many rooms and stole several valises, hoping that they contained valuables, but abandoned them in the garden after opening. The police think that they will soon be able to arrest the thieves.

LATEST CABLES.

REPARATIONS PROBLEM.

FRANCE JUBILANT.

Paris, April 4th.
The newspapers are jubilant over America's intimation to Germany in regard to reparations.

It is stated that in the presence of Senator Knox President Harding assured the Washington correspondent of the *Matin* that France will have nothing to regret in connection with the advent of Republicanism to power.

EARLIER CABLES.

BRITISH PROPOSALS FOR RHINE CUSTOMS BARRIER.

Paris, April 3rd.
The Ambassadors Council has unanimously adopted the report of its technical committee, embodying the British proposals for the Rhine Customs barrier, which will be established within the British zone of occupation, in order to facilitate control. Imports from unoccupied German territory into the Rhineland will pay a duty equal to 25 per cent. of the German Customs, while exports from the Rhineland into non-occupied Germany will be only subject to a statistical duty equivalent to the German duty.

The duties on footstuffs, raw materials, and certain manufactures will probably be lowered on the western frontier of the occupied territory in order to ensure cheap provisioning of the Rhineland, but, if so, the excise duty will be raised on the eastern frontier, so that the total may equal the import tax on other German frontiers.

WAR IN ASIA MINOR.

DESPERATE FIGHTING BETWEEN GREEKS AND TURKS.

Constantinople, April 3rd.
A desperate Turco-Greek struggle is proceeding in North Eshikheir, Anatolia. The Turks are in a strong position between Bozuyuk and Kovalitas, where they have concentrated their main force of about twenty thousand. They are well supplied with artillery and ammunition, including several six-howitzers, which are well served. The Greek left wing is held up, but the right, after three days' fighting, captured Kovalitas. Hill and forced back the Turkish left. It is reported that the Greek casualties total seven thousand.

BANDMAN OPERA CO.

There was again a full house at the Theatre Royal last night, when the Bandman Opera Co. presented "The Maid of the Mountains"—a musical comedy containing many tuneful numbers, some pretty scenery, and an abundance of broad humour. The audience was highly appreciative.

COMPANY REPORT.

THE BANK OF CANTON, LTD.

The following report of Board of the Directors to the shareholders of the Bank of Canton, Ltd., has been issued:—
Gentlemen,—The Directors have now to submit to you a general statement of the affairs of the Company and balance sheet for the year ending 31st December, 1920.

The net profits for that period including £401 5s. 8d. balance brought forward from last account, after paying all charges and bonus amount to £170,634 11s. 2d.

It is now proposed to deal with the net profits as follows:—

	£	s.	d.
To Transfer to Silver Reserve Fund \$400,000 equivalent to	62,500	0	0
To write off Fumitures, Fixtures and Vault	1,323	17	9
To write off Stationery &c.	1,653	18	1
To write off Underwriting Commission &c.	1,999	19	3
To write off Bank Building &c. Head Office	2,252	0	3
To write off Bank Notes Expenses &c. Shanghai Branch	6,617	10	10

After making these transfers there remains for appropriation the sum of £103,331 7s. 0d. out of which the Directors recommend payment of a dividend at the rate of 6 per cent. per annum interest and of a bonus at the rate of 2 per cent. per annum interest on the paid-up Capital, which will absorb £72,854 10s. 7d. at the rate of 3/11 per dollar, payable in Hongkong currency only, leaving a balance of £30,506 10s. 8d. to be carried to new profit and loss account.

In accordance with the Articles of Association, Messrs. Wong Pui-tsun, M. Chun Harr, Ng Yiu Ting, Lam Wai, Li Ying Chee and Li Po Kwai retire from the Board, but, being eligible for re-election, offer themselves accordingly. Messrs. Tam Woon Tong and Quan Yik Chee, our inspectors of accounts for the past year, now retire but offer themselves for re-election.

The accounts have been audited by Messrs. Percy Smith, Seth & Fleming, who were our auditors for the past year, and they now retire but offer themselves for re-election.

THE MONARCHICAL PLOT IN CHINA.

CIRCUMSTANTIAL EVIDENCE.

General Li Yuan-hung, ex-President of the Chinese Republic, has started an attempt to restore the Monarchy on the part of Chang Tso-lin is inevitable. General Chang Tso-lin himself, and the Peking Government, have denied that any such coup is contemplated. What is the truth? General Li Yuan-hung who has been living in retirement in the British Concession in Tientsin for some years past is hardly likely to make so positive a statement regarding the Fengtien Tuchen's intentions unless strong evidence in support thereof has come to his knowledge. It would, of course, hardly be expected that General Chang Tso-lin would proclaim his intentions in advance, and the Peking Government may or may not be completely in his confidence. It may be recalled that almost from the beginning of his term as President, rumours were circulated regarding Yuan Shih-kai's monarchical ambitions, and that until the very last moment, when all was in readiness for staging his elevation to the throne, all of these rumours were most emphatically denied. Little reason in the circumstances, can be placed upon denials emanating from Mukden or from Peking. And so long as General Chang Tso-lin's real intentions are known only to the inner circle of his associates, one can only rely upon inferences which may or may not be correct.

Circumstantial evidence is seldom as satisfactory or convincing as direct testimony. In the present case there are a number of apparently correlated facts which certainly seem to support the theory that the High Inspecting Commissioner of Manchuria is engaged in a monarchical restoration. Standing by themselves these facts might seem of little significance; fitting into what appears to be their place in a Monarchical restoration scheme they assume a much more serious aspect. — *Peking and Tientsin Times*.

A ROYAL WEDDING IN SIAM.

COURT CIRCULAR.

The Siamese Court Circular of March 21st states:—
This afternoon His Majesty was pleased to command a celebration of marriage between His Serene Highness Prince Suk-hapradit, son of His Royal Highness Prince Rajanadit, and the Honourable Mom Luang Wongsakutjara na Krung-dab, daughter of His Excellency Chao Phya Deverat.

The marriage ceremony was personally conducted by the King at Amara Palace. When the bride and bridegroom had duly made response to the questions put by First Grand Court Officer His Excellency Phya Chakrapati, in the capacity of His Majesty's Principal Legal Counsellor, concerning their willingness to be joined in wedlock, His Majesty poured lustral water upon the couple and anointed them and was graciously pleased to present them jointly with the gift of 1,200 bahts from the Privy Purse.

The couple signed the Marriage Register in the presence of the King, who afterwards affixed his own signature as witness.

THE TELEPHONE.

Those who grumble at the local telephone service may perhaps be somewhat consoled on reading the following note which we extract from our Shanghai contemporary, the *N.C. Daily News*:—

Readers of *Punch* will have noticed for many weeks past that scarcely any issue has failed to contain one, possibly more, digs at the telephone. General dissatisfaction with a service always bad and since the war deplorable burst into flame at the announcement that rates were to be increased. An indignation meeting was held at the Guildhall, on February 14th, when the Lord Mayor, who presided, said he had been associated with the City of London for over half a century, and never recollected any subject to which the citizens showed such a great dislike and such intense opposition.

People, he said, did not oppose or object to an increase in the telephone rates if that were necessary, but they disliked these new proposals being made without the sanction of Parliament and simply the will of a Government Department. Another speaker said that everyone was convinced, rightly or wrongly, that there was great waste in the Department's methods; and there was a general demand for an independent inquiry. In passing one may notice that the same charges of waste, loss and bad service are levelled against all the industries which Government has been managing—coal, ships, railways, cloth and telephones. Meanwhile those who have to deal with letters of grievance, secretaries of municipal councils, commissioners of police, editors and such-like helots of society, sometimes wonder why there is not more criticism of telephones in Shanghai proportionately to that on the trams. There are times when the operators seem to be possessed of seven devils. You ring—no answer; you ring three or four times—a wrong number; you ring five or six times—but having given you one number, the operator evidently thinks he has done enough for you for the afternoon. When at last you get concerned, he cuts you off before you have finished and again turns the deal over to your remonstrance. That we are not mistaken in thinking the service has deteriorated is borne out by a friend who had been in Japan for a year or so, and spoke of the falling off in the telephone service of Shanghai as one of the first things he noticed on returning.

Whatever modifications in the laws have been made by the Law Codification Department at Peking, it is only true to say, it has not, in the last, affected the administration of justice in the provinces where military commanders arbitrarily mete out punishments, to suit their caprice or greed.

SHANGHAI MAN'S SUICIDE.

A HOUSE OF ILL-OMEN.

Home papers announce the sad death of Mr. Herbert Laurence Matthews Hancock, aged 66, retired stockbroker, who was a native of Shanghai, of Lady's Place, Hurley.

His body, with a cord and weight attached to the neck, was recovered from an adjoining tributary of the Thames.

Mr. Gerald Keith, solicitor, of Southampton Street, W.C., a nephew, said the deceased had had a nervous breakdown, having been depressed a long time through the death of a favourite nephew in the war. There were no financial troubles of any kind. His daughter having married and his son gone abroad, he was about to sell Lady's Place, and leaving the house after twenty years there might have affected him.

The gardener, Pryke, said on hearing that his master was missing, he and the chauffeur searched the grounds. They saw that the boat had been shifted, and some yards away in the Thames tributary they came across the body. There was a cord tied with knots round the neck, and attached to it a 28lb. weight, used for mooring the boat. The deceased was attired in pyjamas and dressing-gown. Mr. Hancock had been depressed and melancholy for twelve months.

The coroner said the evidence clearly showed that the deceased was of unsound mind at the time, and he returned a verdict of suicide while of unsound mind.

Deceased was educated at Eton. The residence, with church and abbey, is of an ancient and picturesque description. Deceased was lord of the manor of Hurley.

Mr. Hancock bought the old mansion some time ago for £20,000. It has been called a house of ill omen. Standing on the banks of the Thames between Marlow and Henley, its tradition goes back to Norman times. The last occupier was a brother of Admiral Kempenfeldt, of *Royal George* fame.

The Admiral planted a thorn tree there, and when it withered his brother said, "I feel sure that is an omen that my brother is dead." The same night came the news of the loss of the *Royal George*.

It is said that William of Orange accepted the Throne of England at Lady's Place.

JAPAN'S HOLD ON SIBERIA.

TEXT OF OFFICIAL NOTE OF IMMINENT OCCUPATION.

The Baghalian coast around the mouth of the Amur is soon to be occupied by Japanese forces. The Japanese War Office has made the following announcement:—

"The Imperial Japanese Government, in accordance with the declaration already made last year concerning the temporary occupation of important districts in Saghalien, is going to station troops in the near future at Nikolaievsk, Dekastri, Mago, Sopshik and other important district quarters in the hope of maintaining peace and order in these localities by temporarily introducing civil administration."

"The Russian people resident in the above districts are accordingly requested to place implicit trust in the Japanese troops in sympathy with the real motive of the proposed action, and to go about their respective business as usual."

EXTRATERRITORIALITY. CHINESE GOVERNMENT'S ASPIRATIONS FOR ITS ABOLITION.

The *Canton Times* yesterday had the following leading article on this subject:—
We have received information from a Peking source that China is going to substitute the abolition of extraterritoriality for the Shantung Question at the next meeting of the League of Nations, and it is debately hinted that the *Times* should support this change.

The *Times* cannot lend its support to any such scheme. While we may entertain our own views regarding China's disabilities under the extraterritoriality provisions of the several treaties, we do not believe this is the proper time to make any appeal for the abolition of the extraterritoriality stipulation.

China is now in a state of political chaos. Peking, the "recognized" Government, does not exercise jurisdiction outside of the Northern capital but is governed and dictated by the warlords Chang Tso-lin and Tsoi Kün. The Yunnan Provinces have formed a separate federation and, in all vital matters, are independent of Peking. The South-western Provinces have their own Government which has successfully maintained its independence for over three years. These conditions make any uniform administrative or judicial system throughout China, absolutely impossible.

It is also an undeniable fact that in many parts of China the judges of the courts are appointed, influenced and controlled by military satraps. The Chinese people themselves cannot obtain justice at the hands of these military swashbucklers. The court trials, in many instances, are a mockery of justice. Inferential officials and military men are immune from punishment even though they be guilty of the most heinous violations of the law; while innocent citizens who have incurred the wrath of the powerful, suffer extreme penalties.

When the Kwangsi militarists were in power in this province many men suffered the death penalty for no other crime than that they were suspected of being friendly to the Cantonese. They were given no semblance of a trial nor were they permitted to offer any defence. The same system is in vogue wherever militarism holds sway.

Whatever modifications in the laws have been made by the Law Codification Department at Peking, it is only true to say, it has not, in the last, affected the administration of justice in the provinces where military commanders arbitrarily mete out punishments, to suit their caprice or greed.

China must first achieve a Central Government that can exercise jurisdiction over every province of China before any uniform judicial system can be made effective. China must first assure justice to its own citizens before she can hope to bring foreigners under the scope of her laws.

We risk the accusation of being pro-foreign when we say that Peking's desire to abolish extraterritoriality at this time, is, in the face of cold facts, an ephemeral dream. But from the standpoint of China's foreign relations, it is impossible to see how China would profit by such a premature step. Extraterritoriality were abolished tomorrow, the outrages which would be committed against foreigners by ignorant magistrates and unruly soldiers would give immediate grounds for strong representations from the foreign Powers. The abolition of extraterritoriality would not release China from her obligation to treat foreigners within her borders in accordance with the accepted principles of justice. No, China cannot afford to ask for the abolition of extraterritoriality until she has inaugurated a modern judicial system and tested that system for a period of years to the satisfaction, first, of her own people, and secondly to the satisfaction of those who are inclined to restore to China her complete sovereignty.

But we suspect Peking is making a gigantic bluff. She knows her proposals will not receive serious attention from the foreign Powers. It is an endeavour to divert public attention from the Shantung Question. This is in accord with the reports that Peking has agreed with Japan for the settlement of the Shantung Question by direct negotiation. There must be some secret *quid pro quo* involved in this agreement. Japan did not consent to the cancellation of the Military Pact without first receiving some assurance of an equally advantageous arrangement. Peking had to make some concession and it is the duty of the people to find out what that concession includes.

The Constitutionalists' leaders are not going to be tricked by any "red herring" manipulations. They demand the abrogation of the Twenty-one Demands, the restoration of Shantung to China, and the termination of the secret alliance entered into by Chang Tso-lin and his Japanese overlords.

The abolition of extraterritoriality will be taken up when China can put forward a better case and press her claim with a more reasonable chance of success.

AN INTERESTING LAWSUIT.

An interesting lawsuit is in progress against the Peking Electric Light and Power Company. During the course of the last few years, the Peking Electric Company has been sued by many of its consumers and severely criticized by the Chinese papers for the poor quality of its light, but so far nothing has been done to improve the situation. On the night of March 17th, a couple of men were caught in the act of removing the wires by which current was supplied the newspaper offices. The men confessed that they were employees of the Electric Company, and their sole work was to cut and mend electric wires from less important consumers in order that the company could meet the demand for electricity made by influential military men.

KAPSDRY
FOR MOTOR HOODS

Send your enquiries for ALL MOTOR BODY FITTINGS
& write for Pattern Books & Lists.

GEO. JOHNSTON
173-5-7 SHAFTSURY AVENUE,
LONDON, ENGLAND.

AGENTS: H. F. HANES
BOMBAY.

Asahi Beer

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY COMPANY,
LIMITED,
TOKYO, JAPAN.

SOLE AGENTS:
MITSUMI BUSSAN KAISHA, LTD.,
HONGKONG.

SCOTTISH SPORT.

SCOTLAND'S AMAZING VICTORY
AT SWANSEA.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, February 9th.
The Scottish Rugby team made history at Swansea when they defeated Wales by 14 points to 8 after one of the most memorable struggles in the long list of international matches. Twenty-nine years have elapsed since Scotland won on Welsh ground.

It was unfortunate that a game so full of incident was spoiled to so large an extent by the untoward conduct of a section of the spectators, who, broke through the lines and more than once brought the play to a standstill. Even with this disadvantage, the display of Rugby football reached an unexpectedly high standard; and although there were periods, particularly during the second half, when Scotland was hard pressed, on the general run of the game Scotland thoroughly deserved to break her long record of ill-luck. The downfall of Wales was due to the vigour and energy, as well as to the skill, which every member of the Scottish team introduced into his play during the first 35 minutes. But while the foundations of the Scottish victory were laid thus early, Wales, in the second-half, made a strong recovery. Indeed, at that time, when A. Jenkins had dropped two goals and the Welsh forwards were in the ascendant, a Scottish triumph seemed problematical. But the Welsh back division were disoriented and cumbersome, pace told, and not one of the Welsh backs was speedy enough to outmanoeuvre his visitors. In team work there was no comparison between the teams. And there was never any suggestion, even in the anxious moments of the second-half, of the visiting team getting out of gear, far less collapsing. The Welshmen made gigantic efforts, but their attack lacked cohesion.

Forward it was a great fight. Now the Welshmen were on top, now it was Usher and his men, by far the lighter lot, who held the mastery. And at the close honours were easy both in the scrum and the loose. When the Welsh pack had shot their bolt, the Scots went away brilliantly, and finished with a splendid try by Sloan. Among the Welsh backs only Jenkins and J. Rees were worthy upholders of the Welsh tradition, while every member of the Scottish rear division contributed to the victory.

Among the Scottish forwards, none did more than G. H. H. Maxwell, whose weight and strength stood him in good stead in the loose rushes in which he was always to the fore. O. M. Usher more than justified his return to the side. J. C. B. Buchanan was a hard worker, and his try was a good bit of work. J. Hume gave his side an inspiring example; time and again he was too smart for the veteran T. H. Vile, and in addition to giving a smart service from the scrum he was indefatigable in defence. With his new partner, R. L. H. Donald, he combined in an altogether satisfactory manner. Of the three-quarters Sloan was the most effective and A. L. Gracie the most reliable. The Academic score was the result of determined running, and the manner in which he cut out the way for A. E. Thomson to open Scotland's account was brilliant. As if to confound his critics, Thomson showed some of his old form. J. H. Carmichael was stunned by a severe blow early in the game, but in defence he did some good work. H. H. Forsyth at back was safe without being brilliant.

The following composed the Scottish team:—
H. H. Forsyth (Oxford University), full back; J. H. Carmichael (Watsonians), A. L. Gracie (Harlequins), A. E. Thomson (United Services), and A. T. Sloan (Edinburgh Academicals), three-quarters; R. H. Donald (Glasgow High School) and J. Hume (Royal High School), halves; O. M. Usher (London Scottish), G. H. Maxwell (London Scottish), J. M. Bannerman (Glasgow High School), R. S. Cumming (Aberdeen University), R. A. Gallie (Glasgow Academicals), G. Douglas (Jedforest), J. N. Shaw (Edinburgh Academicals), and J. C. R. Buchanan (Stewart's College), forwards.

SCOTS XI. AGAINST IRELAND.

In the team to meet Ireland at Dublin all the backs who did so well against Wales are retained. But two changes are made forward, G. Douglas (Jedforest), and R. S. Cumming (Aberdeen University) are dropped, and places found for N. Macpherson (Newport), and G. M. Murray (Glasgow Academicals).

CLUB AND SCHOOL MATCHES.

Scarcely anything has given so much satisfaction in Rugby circles as the restoration of friendly relations between Fettes College and Watson's College; it is, in fact, one of the leading incidents of the season. Watson's were not at their best in the match; possibly Fettes were at the top of their form. Gala did not impress those who saw them play against Glasgow Academicals. A. Brownie was outstanding for Glasgow High School against Greenock Wanderers. Jedforest settled the chances of Edinburgh Academicals for the Championship. And Watsonians had easy victories over Heriotians and Glasgow Academicals.

Glasgow Academicals, 29; Gala, 0.
Glas. H.C., F.P., 22; Greenock Wanderers, 3.
R.H.S., F.P., 6; Wanderers, 3.
Stewartians, 29; Institution, F.P., 4.
Watsonians, 44; Kelso, 0.
Jedforest, 13; Edin. Academicals, 2.
Petts, 3; Watson's, 6.
Watson's, 3; Edin. Academy, 0.
Heriotians, 3; Selkirk, 0.
Hawick, 21; Melrose, 3.
St. Andrew's Univ., 11; Panmure, 6.

There was not much high-class football in any of the Cup Ties. Perhaps the most disappointing game of all was the one at Inver. The only thrilling thing in the proceedings was Alan Morton's goal; it was a masterly touch, displaying his

(Continued at foot of next column.)

A REAL MOWGLI.

ROMANCE OF NORTH-EAST FRONTIER.

In the undeveloped country round the Cachar Hills on the North-East frontier of India it is customary for villagers to mend roads instead of paying taxes, and on a recent occasion, when Mr. Stewart Baker, F.Z.S., who is in charge of road-mending there, asked a villager to do his share of work, the man told him that he was afraid to leave his village. His wife having died a short time before, his little wild son might run into the jungle and get lost.

This aroused Mr. Baker's curiosity. He paid the villager a visit, and found a child of about seven years of age, with innumerable white scars of tiny cuts and scratches all over his body.

He learnt from the father that five years before the villagers of Cachar had killed two leopard cubs. The mother leopard had prowled about the jungle bordering on the village. A few days later the villager's wife left her child on a cloth and reaped rice, and the leopard took the child away. The villagers searched for it, but failed to find it. About three years after a sportsman killed a leopard, mentioning to the villagers that the local leopard had two cubs. The villagers searched the jungle and found the two cubs and a wild human boy. Every one recognized in the latter the villager's lost child. It ran on all fours almost as fast as a big man, dodged and hid in bushes most cleverly, bit and fought with every one who tried to catch it, and tore to pieces and ate with extraordinary rapidity and village fowl which came its way.

*Kipling's "Jungle Book" describes a naked brown baby lost in the jungle and rescued by a wolf from the jaws of Shek Khan, the tiger. The "man-cub" is borne to a cave, suckled by the Mother Wolf, and given the name of Mowgli (the Frog). Mowgli is, after much discussion, adopted into the Pack, and is allowed to run with them and share their life unharm.

STOLEN SAPPHIRE TRACED.
FAMOUS JEWEL RUINED.

In July, 1918, a wonderful sapphire of 201 carats, belonging to Count Xavier Branicki, was stolen in Warsaw. The jewel had been bought in 1840 at Frankfurt by the Count Branicki of that day, and had ever since been the most precious single possession of the family. It was exhibited at the Vienna Exhibition of 1907, and in Paris in 1928, and was generally considered an unusually beautiful and consequently an unusually costly jewel.

The Germans were in possession of Warsaw in July, 1918, and the town was no safe place for precious gems. Count Xavier Branicki could think of no better hiding-place for the sapphire than his own hip-pocket. The hiding-place must have become known, however, for one night his pocket was picked, and the jewel stolen. From that time until a few days ago nothing was heard of the stone. Then the Paris police, whose aid had been invoked by the Count when he arrived in Paris a short time ago, discovered what had become of his precious family jewel. They found, not the sapphire, but many fragments of it in the shop of a jeweller in the Rue Lafayette. The jeweller had bought the sapphire some months ago from a Lithuanian merchant for 185,000 francs (23,425), and he explains it—fearing that it would be impossible to sell so large a jewel, he cut it into nine large pieces and several small ones.

Instead of the magnificent sapphire of 201 carats, all that could be found were a number of small ones, weighing 136 carats in all. In spite of the small price paid for so valuable a gem, the jeweller protests that he acted in good faith, but nevertheless the examining magistrate has the affair in his charge.

A TALKING FILM.

The problem of the speaking film seems to have been solved by the Swedish engineer Sven Berglund, who demonstrated his inventions, recently, before a number of Sweden's most prominent scientists. Professor Arrhenius said he had been able for several years to follow the inventor's work, and was convinced that the problem was now solved. Professor Monnius said this was a great day in Sweden's history; the possibilities of the invention were boundless.—Daily Telegraph.

skill at the very best. Hibs are upholding their traditional Cup form, and made a good draw with Thistle. The defeat of the Cupholders, Kilmarnock, was regrettable, but quite expected. Alloa's tie with Clydebank after playing two games with Falkirk during the week was most creditable. Clyde are having a lucky time.

First Round.
Alloa Athletic, 1; Falkirk, 0.—Third replay.
Second Round.
Hibs, 0; Partick Thistle, 0.
Clyde, 1; Hearts, 1.
Rangers, 3; Morton, 0.
Vale of Leven, 0; Celtic, 3.
Alloa Athletic, 1; Clydebank, 1.
Kilmarnock, 1; Aberdeen, 2.
Dundee, 1; Stonehouse, 0.
Broxburn United, 1; Hamilton Academicals, 2.
Dumbarton, 3; Elgin City, 0.
Motherwell, 3; Renton, 0.
Ayr, 4; Dykehead, 0.
Albion Rovers, 3; Mid-Annapdale, 1.
Bo'ness, 1; Armadale, 0.
Solway Star, 1; East Stirlingshire, 5.
Stevenson United, 0; East Fife, 0.
Queen of the South, 1; Nithsdale Wanderers, 3.
Scottish League.
St. Mirren, 0; Altrincham, 0.
Third Lanark, 5; Falkirk, 0.



Electolite

BRITAIN'S LATEST LIGHT & POWER PLANT

ELECTOLITE runs on Paraffin. Patent Vaporiser affords excellent fuel economy. Detachable Cylinder Head affords maximum accessibility. Water-cooling is superior to air-cooling, particularly in hot climates. 4-Stroke Engine, NOT 2-Stroke. 1600 Watts continuous capacity, which is twice the output of many plants costing nearly as much. ELECTOLITE—50 volts when lighting, 70 volts when charging. Beware of 30-volt plant, for which accessories such as lamps or domestic appliances are often difficult or impossible to obtain. Engine stops automatically if lubricating oil is not replenished when indicated. Mechanically governed and develops 3 h.p. at pulley. Small electric motor can be run distant from the generator. A touch of a switch and the Plant starts without cranking. It stops automatically when batteries are completely charged. The meter indicates when recharging becomes necessary. ELECTOLITE is really fool-proof.

Why bother with the filling and cleaning of evil and dangerous oil lamps, when the same oil used in ELECTOLITE enables you to switch on up-to-date electric lamps that require no attention and to use household appliances that save time and labour?

Write to-day for further information, give approximate number of lights required, and machines to be used, if any, and our Engineers will give the necessary advice regarding your installation for ELECTOLITE Electric Service.

Boulton & Paul Ltd.
NORWICH ENGLAND



Agencies for selling this Lighting and Power Plant in certain territories are being considered. Applications invited.

NESTLE'S
MALTED MILK
THE FOOD-DRINK

SOLD BY

FRENCH STORE,
LANE CRAWFORD,
QUEEN'S DISPENSARY,
THE PHARMACY,
WATSON'S.

OHEN KWONG,
CHAN YUEH,
KWAN TAI,
LAI TAK CHEONG.

SANG TAI,
SINGORE'S
SUN CO.,
WING ON,
AND OTHER STORES.



SAMPLE BOTTLE AND BOOKLET SENT FREE ON APPLICATION TO

NESTLE'S CO.

11, Queen's Road Central, Hongkong

THE EAST ASIATIC CO., LTD.,
COPENHAGEN

THE STEAMSHIP
"P. A. N. A. M. A."
will be sailing from Hongkong about End of April,
taking cargo for:—
HAMBURG, COPENHAGEN & SCANDINAVIAN
PORTS.

For rate of freights apply to:
MANNERS & BACKHOUSE, LTD.,
Mercantile Bank Building,
7, Queen's Road Central.

(741)

MARTIN'S
APIOL-STEEL
PILLS

A French Remedy for Rheumatism, Gout, Gravel, Neuralgia, Sciatica, Headache, Migraine, Stiffness of Joints, Spasms, Convulsions, Epilepsy, Hysteria, and all cases of Nervous and Muscular Disorders. It is a powerful and reliable remedy, and is sold in all the principal Pharmacies and Chemists.

MARTIN'S
APIOL-STEEL
PILLS

GRIMAULT'S
SYRUP
OF
HYPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARH
CONSUMPTION

THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

VISITORS TO CANTON
Should Purchase
BY THE PEARL RIVER,
CAPTAIN C. V. LLOYD
With Illustrations, Maps and Plan
PRICE ———— \$1.75
On Sale at

Hongkong: "DAILY PRESS" Office.
Messrs. KELLY & WALES, Ltd.
Messrs. BROWN & CO.
Canton: Messrs. A. B. WATSON & CO.



Wash Out Your Pores
With Cuticura Soap

And have a clear, sweet, healthy skin with little trouble and trifling expense. Cuticura Soap is the only soap that treats the skin with its own massage and other aids. On retiring smear the face with Cuticura Ointment on the end of the finger, wash off in five minutes with Cuticura Soap and hot water, using plenty of soap, best applied with the hands which it softens, and continuing a few moments. Repeat with tepid water and dry gently.

Box 14, Cuticura 14, 22 and 24. Sold everywhere. The only soap that treats the skin with its own massage and other aids.

[23-11]

A Good
Medicine

according to one of the wise old thinkers of the past, possessiveness is an important quality. It "restores us our health when we lose it" and it "preserves our health while we have it." Probably no popular medicine possesses these two qualities in greater measure than Beecham's Pills. Beecham's Pills restore and also preserve the health. They are excellent to take when the system is run-down and in need of a gentle restorative. Beecham's Pills act upon and through the organs of digestion—the regular and harmonious working of which is of the first importance. They speedily correct irregularities and restore healthy conditions. It has been abundantly proved that the occasional use of this well-known medicine will go far to maintain the general health in a state of efficiency. Enjoy good health therefore, by taking that good medicine—

Beecham's
Pills.

BEECHAM'S PILLS are specially suitable for Females of all ages.

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.

Regular Mail to

NEW YORK & BOSTONvia Suez or Panama Canal at Owners' Option.
S.S. "EGREMONT CASTLE" ... sailing on or about 6th April**LLOYD TRIESTINO**For **BRINDISI, VENICE & TRIESTE**.Taking Cargo on through Bills of Lading for **LEVANT, BLACK SEA & DANUBE** PORTS.FRUITS having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.
S.S. "TRIESTE" ... sailing on or about April 22nd.
S.S. "PERSIA" ... sailing on or about May 19th.For **SHANGHAI & JAPAN**.S.S. "PERSIA" ... sailing on or about 19th April.
Passengers' Luggage can be insured at the Office of the Agents.**NANYO YUSEN KAISHA, Ltd.**

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.For **JAVA**.

S.S. "CHERIBON MARU" ... sailing on or about 9th April.

For **JAPAN**.**OCEAN TRANSPORT Co., Ltd.**

(NANYO YUSEN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.TAKING Cargo on through Bills of Lading for **SOUTH AFRICAN PORTS** with transhipment at **CAIRO**.

in conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.
AND **AFRICAN LINES.**For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD.
Agents.**N. Y. K.****NIPPON YUSEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (omitting Manila) ... Friday, 6th May, at 11 a.m.
SUWA MARU ... Tuesday, 31st May, at 11 a.m.
FUSHIMI MARU (omitting Manila) ... Friday, 17th June, at 11 a.m.
KATORI MARU ...**LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.**KITANO MARU ... Friday, 15th Apr., at 11 a.m.
INABA MARU ... Friday, 23rd Apr., at 11 a.m.
KAMO MARU ... Friday, 15th May, at 11 a.m.
IYO MARU ... Friday, 27th May, at 11 a.m.**HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.****LIVERPOOL & MARSEILLES via Suez.****MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.**NIKKO MARU ... Tuesday, 19th Apr., at 11 a.m.
AKI MARU ... Tuesday, 17th May, at 11 a.m.
TANGO MARU ... Tuesday, 31st June, at 11 a.m.**NEW YORK via Suez.****SOUTH AMERICAN PORTS via CAPE, KAWACHI MARU (sailing from Singapore) Wednesday, 11th May.****BOMBAY & COLOMBO via Singapore.**
WAKASA MARU ... Friday, 2nd April.**CAIRO & RANGOON via Singapore & Penang.**
TOKYO MARU ... Wednesday, 6th April.
RANGOON MARU ... Sunday, 17th April.**JAPAN PORTS—Nagasaki, Kobe & Yokohama.**
AKI MARU ... Tuesday, 12th Apr., at 11 a.m.**SHANGHAI, KOBE & YOKOHAMA.**
KAMAKURA MARU ... Tuesday, 12th April.
DAKAR MARU ... Wednesday, 13th April.
IYO MARU ... Friday, 16th Apr. at 11 a.m.
FUSHIMI MARU ... Friday, 16th April.
YAMAGATA MARU ... Saturday, 16th April.For further information apply to—**NIPPON YUSEN KAISHA**
Telephone Nos 224 & 223. S. YASUDA, Manager.**PRINCE LINE**

THE STEAMSHIP

"MOORISH PRINCE"**TO NEWCASTLE (N.S.W.) & EUROPE**sailing from Hongkong on or about **14th APRIL**.

HAS ACCOMMODATION FOR 12 FIRST-CLASS PASSENGERS.

For rates, etc., apply to—

FURNESS (PAR EAST) LTD.

St. George's Building.

ROMANCE OF THE SEAS.

THE SUCCESS OF THE SHIPPING MINISTRY.

£29,500,000 GAIN.

The London Daily Express recently announced the final figure of the shipbuilding account of the Shipping Ministry is as follows:—

Total cost of ships built in the United Kingdom ... £34,500,000
These ships were sold for ... 47,500,000

Profit ... £11,000,000

Total cost of ships built abroad ... £27,000,000
These ships were sold for ... 19,500,000

Loss ... £8,500,000

Net profit on total transaction ... £2,500,000

In addition to this profit, the use of the vessels by the State for the carriage of goods and troops is estimated to have saved the country £27,000,000, which would otherwise have been paid to ship-owners. The shipbuilding account of the Ministry therefore reads:—

Profit ... £2,500,000

Saved ... £27,000,000

GROSSAL PROFIT ... £29,500,000

The Ministry will come to an end on March 31st with this financial record to its credit.

The total turnover of the Ministry was £1,000,000,000. It operated the largest carrying fleet which the world has ever seen under a single head—a fleet compared to which the greatest fleets of history sink into insignificance—and at the critical period of the war it had under its control three-quarters of the world's shipping. The figures given above show in an undeniable form how this colossal feat of management has been carried to a triumphant success.

The Ministry was brought into existence by Mr. Lloyd George's Government in 1917, when U-boats were becoming a grave menace.

The Shipping Controller ordered altogether 891 vessels to be built. Every shipyard in the Allied or neutral world was called upon for its quota. Even the romantic East, chiefly famed for the junk, contributed, and Japan and China agreed to build British Government bottoms. About 225 of these were completed and operating before the date of the armistice. Of the remainder, 128 were cancelled, at a cost of £500,000, while 278 were transferred to private owners before completion without either profit or loss. A few of the operating fleet were sunk or transferred to the Admiralty, but 378 were sold to private firms. In addition, 170 ships were ordered in the United States, nearly the whole of which were taken over by the American Government when it entered the war.

The net result of this tremendous transaction is explained in the figures above.

How was it done? By the foresight and resolution of the Ministry of Shipping, of which Sir Joseph Maclay, the Shipping Controller, was the head. He was assisted by a wonderful team of nearly a hundred "voluntary" workers, principally shipowners.

The temptation to pour out money like water in the ordering of ships in 1917 was almost irresistible, yet it was resisted, and orders were placed on reasonable terms. The actual working control of close on 3,000 vessels had then to be dealt with. Here the practical shipowning experience in the Ministry enabled them to repeat in national affairs the triumphs won in private ownership.

Yet, when all this has been said, it is nothing compared to the great crowning stroke of business accomplished when the war was at an end. Consider the position the Shipping Controller had to face at the Armistice!

He possessed a great fleet in operation and a great fleet building. The value of tonnage was gigantic—five times as much as that of 1914. The cry the world over was for ships and more ships to repair the losses inflicted by the Germans and to carry food and material.

Manufacturers and financiers alike were declaring that the trade of the world would go to the countries with the bottoms to carry it. They cried out that the lack of ships would hamper our export of goods and curtail the import of food for the people. Every sign and omen seemed to point to a prolonged shipping boom. Sir Joseph Maclay was therefore strongly urged on many sides to continue the operations of the Ministry and take the growing profits of the national ships into the coffers of the nation.

He refused this advice. He decided on his own responsibility, trusting his own trained judgment and instinct, that the top of the boom had come. He cancelled orders. He sold uncompleted ships to private owners. The operating fleet was sold at an average price of from £22 to £30 a ton—or five times the price of tonnage in 1914. Tonnage to-day is worth £9 a ton.

How he would have been blamed if the price of freightage had gone up, or kept steady instead of rushing down! Sir Joseph Maclay risked the blame, held to his own opinions, and saved the nation millions.

The present position in the shipping world shows clearly that wisdom is justified of its children, and the subjoined figures prove that the present fall in prices is of no accidental or temporary character. The increase in the world's tonnage stands to-day at about 10,000,000 above that of 1914.

That Sir Joseph Maclay made one of the wisest decisions of any Minister since the war is proved further by the ruinous experience of the United States. The American Shipping Board is still operating. It has a vast mercantile-making in hand. It is enduring immense losses, and many of its ships are laid up in harbour. Great Britain in this matter, at any rate, has been in advance of the world. If all Government controls had been managed like this the Daily Express would have had less to say against the Ministry.

(Continued at foot of next column.)

PROFITS AND WAGES.
EFFECT OF CHANGING PRICES.

Continuing the Newmarch Lectures, last month at the University College, Sir Joseph Maclay dealt with the effect of changes in price level upon profits and wages. He said that the body of statistics for past experience was difficult to handle, and that the present situation was so different in degree that results drawn from experience must be applied with caution. It could be shown that during the gradual rise since 1896 changes in prices were more powerful than changes in output in affecting profits immediately, but not ultimately. On the whole, in times of rising prices, increases of profits had been made over and above the amount that would arise upon the increased output that such prices induced; but the additional profit was not usually much greater in proportion than the rise in price if the period taken was not less than a year.

Reviewing the experience of the last forty years, during the first period, when prices dropped about 2½ points per annum, profits increased by only about £5,500,000 per annum, or £4,500,000 less than the average increase. Then from 1880 to 1895, when prices dropped about 1½ points per annum, profits increased only £3,500,000 annually, or nearly £5,500,000 below the average, but in the period up to the war, when prices increased nearly 1½ points each year, profits increased £16,000,000, or £6,000,000 above the average. The lecturer said that the average of all the incomes in excess of £160 per annum had fluctuated from 1850 to 1914 within moderate limits, and was at its highest in 1875 and lowest about 1895, but the average of real incomes, after taking purchasing power into account, had fluctuated but little, for it was about the same in 1914 as in 1860 and 1874.

In the case of wages, in the thirty-five years up to the war there had been a rise of about 1 per cent. per annum both in actual wages and in real wages. The greater part of the advance seemed at first sight to have taken place in the latter part of the time, for the first fifteen years gave a 10 per cent. increase in nominal wages, and 20 per cent. had been gained since. But this apparent effect was offset by the rise in prices, and the gain in real wages had nearly all been obtained by 1900, since when real wages up to the war had not appreciably advanced, for the increase in money wages had just kept pace with the cost of living. The position had been considerably modified during the war, and in many cases, though not as a whole, increases in wages, instead of lagging behind profits, had tended to precede them. The losses incurred by industry on a rapid drop in prices were a function of the total stock carried in relation to the turnover in the period over which the change took place, and it was quite possible, if a considerable total drop was spread gradually over a period of years, to absorb the loss by a moderate reduction in the average percentage of profit on turnover. Sir Joseph thought that half the increase in prices might be got rid of in eight or ten years at a cost of a reduction of about 20 per cent. in the customary rate of profit on turnover.

TURF CLUB AND EXCESS PROFITS.

An interesting judgment has been given by the full bench of the High Court on the question as to whether the Royal Calcutta Turf Club was liable for assessment under the Excess Profits Act, says a Calcutta message of January 18th. The matter came up as a reference made by the Board of Revenue. The Chief Justice held that the Turf Club was carrying on a business within the meaning of the Act in respect of entrance fees to stands, paddocks and enclosures, or gate money, entrance fees paid by owners of horse, book-makers' licence fees, and the totalisator percentage. The court found, therefore, that the club was liable to Excess Profits Duty in respect of the four sources of income already set out in so far as the sums received under those heads were not paid by members of the club.

The administrator who is shortly to retire with this romance of business behind him is hardly a romantic figure, except in so far as immense success must always have about it a certain air of fascination.

Sir Joseph Maclay is the son of a Glasgow warehouseman, and went of a shipping office as a clerk. At the age of twenty-eight he began business on his own account, with very limited capital. His firm came to own more tramp steamers than any other in the world. But the simple life of the shipping magnate has undergone no alteration, except that he lives in a larger house. He neither drinks nor smokes, and is suspected of Pussfoot predilections. Like his old friend, Mr. Bonar Law, who entered business in Glasgow at the same time, he has lost two sons in the war. But one has returned from the front to carry on the business.

Two CAREERS. Mr. Bonar Law's and Sir Joseph Maclay's careers have crossed one another; one has done better in politics than in business, and the other better in business than in politics.

But it was the Lord Privy Seal's influence which first brought the Shipping Controller to war management. The appointment was certainly not a political one, for Sir Joseph is a Manchester Free Trader of the old school, believing that individualism alone will pay the State its taxes. It fell to the lot of a man who lives his life in accordance with the doctrines of the Shorter Catechism, a Presbyterian, dyed in the wool both of profession and practice, to administer the greatest business at sea ever controlled by a single individual, and to save millions for the State. The nation will be grateful to him for a brilliant service well performed.

INDO-CHINA**STEAM NAVIGATION COMPANY LIMITED**

SAILINGS SUBJECT TO ALTERATION

STRAITS & CALCUTTA	"CHAKSANG"	Tues.	5th Apr.	3 p.m.
HAIPHONG via HOIHOW	"LOKSANG"	Wed.	6th Apr.	9 a.m.
SHANGHAI & TIENTSIN via SWATOW	"WINGSANG"	Thurs.	7th Apr.	D'light
BANGKOK via SWATOW	"CHUNSHANG"	Fri.	8th Apr.	D'light
MANILA	"YUENSANG"	Fri.	8th Apr.	3 p.m.
TIENTSIN	"CHONGSHANG"	Sun.	10th Apr.	D'light
KOBE via SHANGHAI	"FUOKSANG"	Mon.	11th Apr.	Noon
SHANGHAI	"TUNGSHANG"	Mon.	11th Apr.	Noon
SHANGHAI	"KWONGSANG"	Tues.	12th Apr.	D'light

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.**SHANGHAI LINE**—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.**MANILA LINE**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday, calling at Hobe when independent of the regular service.**HAIPHONG LINE**—Sailings approximately weekly for passengers and cargo. One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.**BORNEO LINE**—Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Dato.**TIENTSIN LINE**—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiaofoo.**CALCUTTA LINE.**

s.s. "CHAKSANG" will be despatched on or about Tuesday, Apr. 5th, 3 p.m., for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS

Vessel	Due Hongkong
S.S. "GLENIFFER"	14th April.
S.S. "GLENGYLE"	22nd April.

HOMEWARDS

Vessel	Leaves Hongkong	Discharges
S.S. "CARNARVONSHIRE"	24th Apr.	GEOUR, LONDON & ROTTERDAM.

Movements are subject to change without notice.
For freight or further particulars please apply to—**Jardine, Matheson & Co., Ltd.****The Glen Line, Ltd., AGENTS.**

Tel. No. 21 sub. 5 or 22, and 2694.

Cable Address

Kawakisen, Kobe.

Bentley's A.B.C. 5th Ed.

(and Scott's Codes)

Telephone: Sansenly

2244, 2222.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... ¥20,000,000

President: Mr. T. KAWAKAMI

Vice-President: Mr. H. MATSUOKA

Managing Director: Mr. MATSUYAMA

The Company has on hand a large number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet—
Eleven steamers of 9,100 tons each deadweight.

And under the Company's management—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA

No. 2, Daima, Kobe.

SHIPPING NEWS

ARRIVALS.

April 24th.
Chefoo, Chinese str., 445 tons, Capt. Wilks, from Haiphong, with a general cargo.—Chinese.
Hatching, British str., 1,267 tons, Capt. A. H. Stewart, from Singapore.—D.L. & Co.
Nankin, British str., 4,550 tons, Capt. Manley, from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.
Yantai, French str., 3,010 tons, Capt. Maussens, from Saigon, with rice.—Messageries Maritimes.
 April 4th.
Alling, British str., 1,100 tons, Capt. J. A. Tyree, from Saigon, with rice.—Nemaco.
Hanni, French str., 730 tons, Capt. F. Morvan, from Haiphong, with a general cargo.—Lapetque.
Hersin, Japanese str., 1,015 tons, Capt. Motomura, from Kaituma, with coal.—M.S.K.
Lushan, Japanese str., 1,517 tons, Capt. T. Yasakawa, from Shanghai, with a general cargo.—Nanyo Yusen Kaisha.
Nile, British str., 3,888 tons, Capt. C. H. Cross, from San Francisco, with a general cargo.—C.M.S.S. Co.
Ningchow, British str., 3,537 tons, Capt. W. A. Dawson, from Shanghai, with a general cargo.—R. & S.
Ningchow, Chinese str., 312 tons, Capt. Kwok, from Pakhoi, with a general cargo.—Eastern Navigation Co.
Shun Shing, Chinese str., 297 tons, Capt. Souza, from K. C. Wan, with a general cargo.—Po On S.S. Co.
Szechuen, British str., 1,550 tons, Capt. Wm. Benson, from Canton, with a general cargo.—B. & S.
Taihou, British str., 1,824 tons, Capt. Robinson, from Hongkong, with coal.—B. & S.
Wingung, British str., 1,317 tons, Capt. S. C. Mitth, from Shanghai, with a general cargo.—J.M. & Co.
Yuenan, British str., 1,125 tons, Capt. J. McAnish, from Manila, with a general cargo.—J.M. & Co.

CLEARANCES.

April 4th.
Huyo, for Dairen.
Hainan, for Hiohow.
Jing, for Tientsin.
Yung, for Swatow.
Kung, for Hiohow.
Kanchu, for Swatow.
Kamagata, for Port Parveval.
Lara, for Canton.
Lingchow, for Hiohow.
Lushan, for Canton.
Mocasin, for Moji.
Nankin, for Singapore.
Nippo, for Hongkong.
Phin, for Swatow.
Pooler, for K. C. Wan.
Soda, for Hongkong.
Soda, for Canton.
Szechuen, for Shanghai.
Tai, for Chungking.
Taipei, for Swatow.
Uragina, for Bangkok.
Wing Sang, for Canton.
Yangtze King, for Hiohow.

PASSENGERS.

ARRIVALS.
 Per *Wingung*, on April 4th:—Miss Brown, Miss Collich and Mr. Graham.
 Per s.s. *Nile*, on April 4th:—Mr. H. Decampes, Mr. J. B. Reyes, Mr. J. Abrineyev, Mr. A. Alchukoff, Mr. Ivan Anichutin, Mr. Vassily Chernoborov, Mr. Eugene Feurat, Mr. B. Godunoff, Mr. E. Golikoff, Mr. A. Groshoff, Miss Klavdia Ivanova, Mrs. Domonika Korshunova, Mr. G. E. Littman, Mrs. Elizabeth Massarina, Mrs. Olga Mikhailovskaya, Mr. Alexander Maravin, Mr. Josef Nagorni, Mr. Max Panteleev, Mrs. Finaida Petripina, Miss Vera Petripina, Mr. Vladimir Radceff, Mrs. Gertrude Radceff, Mrs. Sophie Rossolimo, Mr. Eugene Shastun, Mrs. Anna Shepetova, Mr. Valerius Shumkoff, Mr. Edm. Vists.
 DEPARTURES.
 Per s.s. *Nankin*, on April 4th:—Mr. W. A. Nowers, Mr. F. Wheeler, Capt. and Mrs. J. M. Smith, Mr. W. F. Burrows, Mr. H. W. Johns, Mr. and Mrs. Thorburn, Lieut. L. D. Jones, Mr. J. W. Graham, Mr. W. Mariner, Mr. K. W. Mariner, Mrs. Mariner, Miss M. Mariner, Mr. and Mrs. Munnine, Mr. and Mrs. J. H. Johns, Mr. and Mrs. Donald, Mrs. A. W. Allen, Mrs. H. W. Johns, Mr. and Mrs. King, Mr. C. T. Cooke, Mr. D. McNeill, Mr. W. C. McNeil, Mr. Mitchell, Miss Fleming, Miss T. C. Macdonald, Mrs. Vosper, Miss F. L. Nott, Miss McNeill, Mrs. Soutor, Mrs. Lovegrove, Miss M. Milligan, Miss H. Milligan, Miss Campbell, Mr. C. Marria, Sgt. E. Kerrison, Mr. D. S. Graham, Mr. and Mrs. Milligan, Miss M. E. Pearson, Miss F. Prytz, Miss K. Fredrikson, Mr. and Mrs. Perkins.
 Per s.s. *Taiyo*, from Hongkong, April 3rd:—Mr. A. H. Baer, Mr. and Mrs. A. S. Brooks, Mr. J. B. Burgett, Mr. L. V. Carmack, Bishop Comber, Mr. and Mrs. D. M. Corman, Mr. W. F. Durham, Mr. R. E. De Lay, Mr. and Mrs. C. A. Dailey, Mr. and Mrs. H. G. Evans, Mr. L. H. Elkam, Mr. and Mrs. W. J. Frijlink, Rt. Rev. Bishop Fayolle, Mrs. E. J. de Figueiredo, Mr. D. T. Fullaway, Mr. and Mrs. Giram, Rev. Father Giro, Mr. H. Gunther, Mr. and Mrs. C. C. Hickling, Mr. M. Heiman, Mr. and Mrs. R. E. Hay, Mr. and Mrs. G. B. Hall, Mr. T. Haguri, Mr. W. W. Harris, Mr. and Mrs. J. U. Higginbotham, Mr. M. Horner, Mr. N. Inouye, Rev. Father Jouve, Mrs. D. E. Jones, Miss D. Jones, Mr. S. E. Jackson, Rev. Father Laroche, Capt. and Mrs. E. C. Long, Mr. and Mrs. D. McMurray, Mr. and Mrs. J. B. Morton, Mr. and Mrs. O. F. Massey, Mr. G. H. Malcolm, Mr. A. M. Minutti, Mr. E. Marcello, Mrs. E. O. Myers, Capt. A. Martin, Mr. C. Olney, Mrs. M. F. Peterson, Mr. and Mrs. J. A. Robeiro, Mr. J. F. Rock, Mr. and Mrs. Bishop Rouchouse, Mr. H. J. Reynolds, Mr. L. H. Regensburg, Mr.

F. H. Bailey, Mr. A. G. Busker, Mr. and Mrs. S. Schwartzkopf, Mr. O. Sydnaco, Mr. C. Stahlberg, Mrs. R. Spwakoff, Mr. and Mrs. F. B. Stone, Dr. and Mrs. H. H. Steinmetz, Miss R. Smith, Mr. A. W. Tickle, Mr. E. A. Thomas, Mr. and Mrs. F. Towle, Mr. Y. Tsutsumi, Mr. K. Uchigasaki, Mr. and Mrs. F. E. Vitz, Mr. G. J. Wolf, Mr. A. W. Wolf, Mr. W. A. H. Woods, Mr. R. Weekly, Mr. W. C. Young, Mr. W. W. Armstrong, Rev. C. Abellorn, Miss Cotsuola, Sister A. Gabriel, Mr. and Mrs. H. W. Widdoes, Mr. P. Bernado.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Shanghai on April 3rd, left there the same evening, and is due at Nagasaki to-day at 8 a.m.
 The T.K.K. s.s. *Shinyo Maru* arrived at Yokohama on April 2nd and will sail on April 3th, in accordance with schedule, being due at Hongkong on April 10th.

VESSELS EXPECTED.

Agapenor (Blue Funnel), from April 17th.
Ais Maru (N.Y.K.), from Sydney, due April 11th.
Atsuta Maru (N.Y.K.), due April 27th.
Awa Maru (N.Y.K.), from Liverpool, due April 24th.
Bentley (Ben line), from Europe, due to-day.
Bowes Castle (Barber line), Dodwell & Co., agents, from New York, due May 15th.
Cadastre (Admiral line), from Saigon, due to-day.
Coaset (Admiral line), from Portland Ore., due to-day.
Crosskeys (Admiral line), from Seattle, Wash., due about April 6th.
Dunera (P. & O.), due to-day, at day-light.
Euryades (Blue Funnel), due April 30th.
 Hector (Blue Funnel), due May 4th.
Iyo Maru (N.Y.K. European), from London, due April 14th.
Kamakura Maru (N.Y.K.), from Liverpool, due April 10th.
Macdon (Blue Funnel), due May 8th.
Ningchow (Blue Funnel line), from Shanghai, due to-day.
Telemachus (Blue Funnel line), due April 11th.
Tottori Maru (N.Y.K.), from Japan, due to-day.
Truthina Maru (N.Y.K.), from Bombay, due April 14th.
Yamagata Maru (N.Y.K.), from Calcutta, due April 15th.
Yotorofu Maru (N.Y.K.), from Calcutta, due April 14th.

WEATHER REPORT.

April 4th at 12.15—Pressure has decreased considerably at Vladivostok and Weihaiwei, and increased moderately from Shanghai to Formosa. Changes since yesterday are small at other reporting stations.
 A somewhat deep depression passed over S.W. Japan yesterday. It now lies between Vladivostok and Weihaiwei apparently.
 Pressure is highest over the Yangtze Valley.
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 5.74 inches against an average of 6.63 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong to Gap Rock	N.E. wind, strong, moderating; fine to cloudy.
Fernosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamook	The same as No. 1.
South coast of China between East winds, Hongkong and Hainan	moderate.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 4th			
	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.50	29.97	29.93
Temperature	78	78	78
Humidity	82	89	80
Wind Direction	West	East	East
Force	2	5	6
Weather	b	o	o
Rain	—	—	—

Highest open-air Temperature on 3rd ... 79
 Lowest open-air Temperature on 4th ... 66

HONGKONG TIDE TABLE.

From April 5th to 11th, 1921.

HIGH WATER.				LOW WATER.			
Days of Week	Days of Month	Hours Standard Time	Height in Feet	Days of Week	Days of Month	Hours Standard Time	Height in Feet
Tues	5	8.7	5.0	h	m	ft.	1.3
Wed	6	8.22	5.4	m	2.5	2.5	1.8
Thur	7	6.42	5.7	m	3.49	1.8	
Fri	8	6.58	6.1	m	3.39	1.9	
Satur	9	6.21	6.8	m	3.45	2.0	
Sun	10	5.7	7.7	m	4.12	2.3	
Mon	11	5.11	8.4	m	4.42	2.6	

VEDARZO
 Sole Agent for the
 Pacific Coast
 Steamship Line
 108, Queen's Road Central, Hongkong.

C.P.O.S.

SAILINGS
HONGKONG to VANCOUVER

Ship	From	Departure	Arrival
MONTEAGLE	Hongkong	Apr. 28	May 16
EMPEROR OF RUSSIA	Hongkong	Apr. 28	May 16
EMPEROR OF JAPAN	Hongkong	May 17	June 7
EMPEROR OF ASIA	Hongkong	May 26	June 13
EMPEROR OF EUROPE	Hongkong	May 14	July 8
EMPEROR OF AMERICA	Hongkong	June 23	July 11
EMPEROR OF AFRICA	Hongkong	July 7	July 28
EMPEROR OF AUSTRALIA	Hongkong	July 21	Aug. 8
EMPEROR OF RUSSIA	Hongkong	Aug. 18	Sept. 5
MONTEAGLE	Hongkong	Aug. 23	Sept. 15
EMPEROR OF JAPAN	Hongkong	Sept. 20	Oct. 11

For full information regarding passengers, freight and sailings, apply to—
HONGKONG OFFICE.
 Telephone 755. Cable Address: GACANPAO.
CANADIAN PACIFIC OCEAN SERVICES, LTD.

PACIFIC MAIL S.S. CO.

TRANS-PACIFIC SERVICE

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU

AMERICAN STEAMERS

"VENEZUELA" ... Wednesday, April 20th.
 "GOLDEN STATE" ... About Monday, April 25th.

PANAMA SERVICE

Freight and Passenger.

Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.

SHANGHAI-CALCUTTA SERVICE

Freight Only.

For CALCUTTA via SINGAPORE, PENANG, AND RANGOON.

S.S. "LAKE GILPIN" ... Sailing April 11th.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA, & COLOMBO.

Monthly Sailings.

Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Suez, Port Said, Genoa, the S. Baltimore, Norfolk, Bristol, London, and San Francisco.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.
 Telephone 141. Cable Address: "SOLANO." Hotel Mansions, Hongkong. 36

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To NEW YORK & BALTIMORE

To SEATTLE & VANCOUVER (via MANILA)
 "West Lark" ... 22nd April

To LOS ANGELES & SAN FRANCISCO (via HONOLULU)
 "West Lark" ... 25th April

Also cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

HONGKONG OFFICE—1st floor, Powell's Building, 12, Des Voeux Rd., Tel. 2008. (45)

"CANADIAN INVENTOR"

Sailing 8th April

to

VICTORIA, VANCOUVER and SEATTLE

via SHANGHAI and JAPAN.

Taking cargo on through Bills of Lading to Overland Points in Canada and America via the Canadian National Railways.

For Freight apply to—

BUTTERFIELD & SWIRE.
 Agents. (786)

LOS ANGELES PACIFIC NAVIGATION COMPANY

(TRANS-PACIFIC FREIGHT SERVICE)

Operating United States Shipping Board Steamers

HONGKONG TO LOS ANGELES, CAL., U.S.A.

Due towards
 s.s. "WEST HIK" ... 8th April

Sailing
 s.s. "WEST HIK" ... 10th April

Through Bills of Lading to all U.S. ports. Shipyard connection with Salt Lake, Seattle, and Southern Pacific Railroads.

Telephone 1082.

CHAS. E. RICHARDSON.
 General Agent for South China, Prince's Buildings, Chater Road. (66)

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"OUR PASSAGE OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	22,000	April 27th
FERSIA MARU	9,000	May 14th
TAIYO MARU	22,000	May 28th
SIBERIA MARU	20,000	June 10th
TENYO MARU	22,000	June 21st

† Calling at Dairen instead of Nagasaki. ‡ Omitting Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALT LAKE, ORE, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

Through by Trans-Andean Route to BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
HAYO MARU	12,000	April 5th
SHIYO MARU	14,000	May 15th
TOKUYO MARU	12,000	June 10th
RAKUYO MARU	17,000	July 11th

* Cargo only.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager.
 King's Building. Tel. Nos. 2274 & 2275.

Agents at Canton: Messrs. T. H. GRIFFITH, LTD. (84)

CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

FREIGHT AND PASSENGERS

s.s. "NANKING" 18,000 Tons s.s. "NILE" 11,000 Tons s.s. "CHINA" 10,200 Tons

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

s.s. "CHINA" May 18th s.s. "NANKING" June 15th s.s. "NILE" April 21st

SAILING FROM

HONGKONG for MANILA

s.s. "NANKING" June 4th

SAILING FROM

HONGKONG for SINGAPORE

s.s. "CHINA" April 30th s.s. "NILE"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SUBBRIDGE, PRINCE'S BUILDING, 101 HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. No. 1934. TEL. FREIGHT DEPT. & AGENT. No. 2161.

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STRAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE and BELAWAN-DELI.

6th of April direct.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN.

Telephone No. 1574. Agents. 78

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and

NEW YORK

s.s. "MONGOLIAN PRINCE" ... 15th April (via Suez)

For Freight and full particulars apply to:—

FURNESS, (FAR EAST) LIMITED.
 Telephone 2165, St. George's Building. (128)

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS, VIA MANILA & BANGKOK.

"HWAH PING" April 9th

"VICTORIA" April 29th

For Freight and Passage apply to:—

THE CHINA & AUSTRALIA S.S. CO. LTD.
 Agents, 115, Cross Street, Raffles Place.

Tel. 2207.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, MOZAMBIQUE BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents**"ELLERMAN" LINE.**
ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG

S.S. "KIOIO" ... 15th April.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG

S.S. "KASONGA" ... 30th April.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.

or to Messrs & Co., CANTON.

General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

BOSTON & NEW YORK S.S. "KANDAHAR" ... 8th Apr.

—do—

S.S. "CITY OF DUNKIRK" ... 25th Apr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or **THE BANK LINE, LTD.** HONGKONG

HONGKONG AND CANTON

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
HONGKONG, PAKHOI & H'PHONG	"KAIFONG"	On 5th April, 10 A.M.
WUHAN, CHONGKING & TIENTSIN	"KUEICHOW"	On 5th April, 10 A.M.
SWATOW and BANGKOK	"KANOROW"	On 5th April, 10 A.M.
MODHOU and SINGAPORE	"LIANGCHOW"	On 5th April, 10 A.M.
SEANGHAI & FUKOW	"SZACHOW"	On 5th April, Noon
SEANGHAI & SINGAPORE	"HUPEH"	On 7th April, 10 A.M.
SEANGHAI	"SUNNING"	On 7th April, Noon
SEANGHAI & TIENTSIN	"CHENAN"	On 9th April, Noon
AMOY, SEANGHAI & FUKOW	"SINKIANG"	On 13th April, Noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three times weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone 36.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN

(Occupying 5 to 10 Days).

"BAICHING" ... Capt. A. H. Stewart | FRIDAY, Apr. 8th, at 12 Noon.
"KAIHONG" ... Capt. W. C. Passmore | FRIDAY, Apr. 15th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers.

P. & O. - BRITISH INDIA.**APCAR AND EASTERN &****AUSTRALIAN LINES**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES.

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,414	17th Apr.	Singapore, Colombo, & Bombay.
"KHYBER"	9,000	15th Apr.	Marseilles, London & Antwerp.
"BOUDAN"	7,000	29th Apr.	do.
"DEVANHA"	8,000	27th Apr.	Marseilles, London & Antwerp.
"NAGOYA"	7,000	13th May.	do.
"FLASSY"	7,316	10th June.	do.
"DELTA"	8,000	24th June.	do.

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" | 4,849 | 8th Apr. | Calcutta via Spore, Pango & Rangoon

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	12th April	Sandakan, Thursday Island
"KANOWA"	7,000	2nd May	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	6th Apr. 10 A.M.	Shanghai only.
"NAGOYA"	7,000	12th Apr.	Shanghai & Japan.
"KANOWA"	7,000	16th Apr.	Japan direct.
"TAKADA"	6,948	14th Apr.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gossard & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to **MACKINNON, MACKENZIE & CO.,** Agents.

22, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

Buenos Aires—Rio de Janeiro, Santos, MAURITIUS, DUBAI & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"MEXICO MARU" (Omitting Mauritius) ... Thursday, 14th April.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"KASADO MARU" ... Thursday, 7th April.

"INDRE MARU" ... Sunday, 10th April.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"SHIEN MARU" ... Sunday, 1st May.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and Japan. Regular fortnightly passenger service, including at intervals a special service for Japan taking cargo to OVERLAND POINTS U.S. to connections with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Monday, 11th April.

NEW YORK—Regular monthly service via Japan, Port, San Francisco, Panama and Cuban Ports.

NEW ORLEANS LINE.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKURA MARU" ... Sunday, 10th April.

TAKAO via SWATOW & AMOY ... Thursday, 7th April.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building, [50]

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Dep. Hongkong for Australia
"CHANGSHA"	25th April	30th April

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares: Cargo booked through with Australian, New Zealand & Tasmania Ports. For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [50]



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

For MANILA

"WENATCHEE" ... Sailing May 3rd.
For VICTORIA, B.C. & SEATTLE, WASH.
(Calling at Shanghai & Japan Ports).

From Hongkong

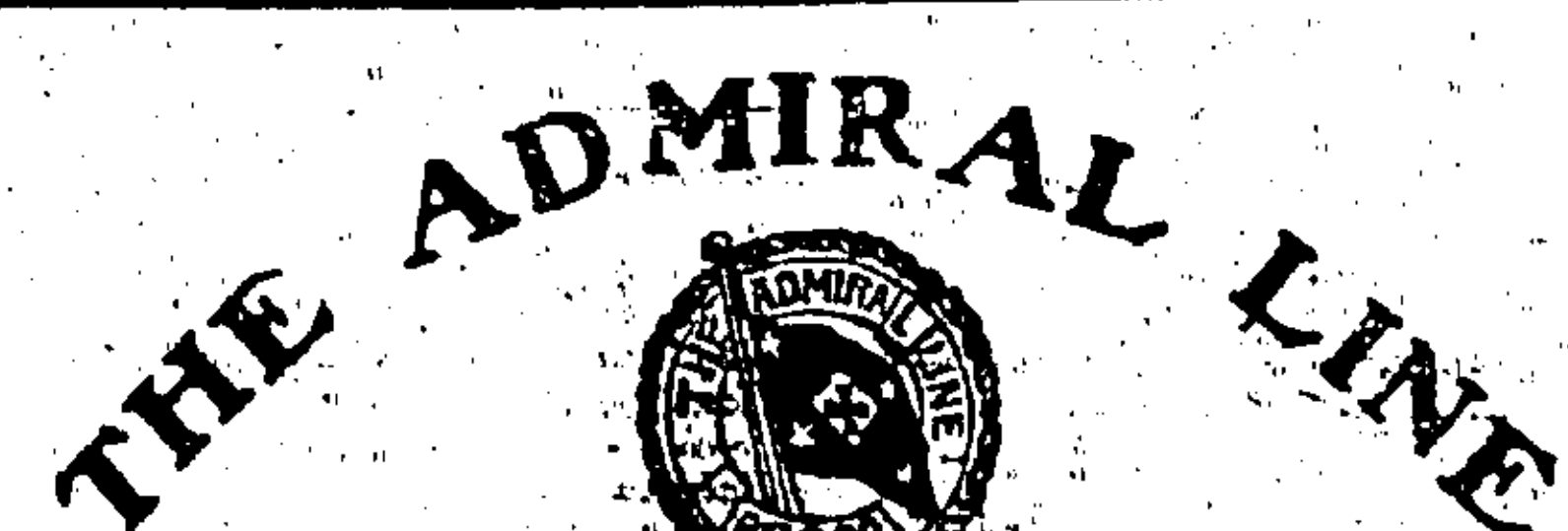
Arrive Seattle

S.S.	From Hongkong	Arrive Seattle
S.S. "WENATCHEE"	May 14th	June 3rd
S.S. "KEYSTONE STATE"	July 5th	July 26th
S.S. "WENATCHEE"	July 25th	Aug. 13th
S.S. "KEYSTONE STATE"	Sept. 17th	Oct. 5th

Information regarding rates, accommodation etc., Apply to

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions. [662]



Operating the following U.S. Shipping Board Steamers.

TRANS-PACIFIC FREIGHT SERVICE.

For SEATTLE, TACOMA, VICTORIA & VANCOUVER.

For MANILA

"CROSSKEYS" ... April 19th.
(Calling Kobe, Yokohama & Seattle)
"CROSSKEYS" ... Freight Only ... About April 16th.

For PORTLAND DIRECT.

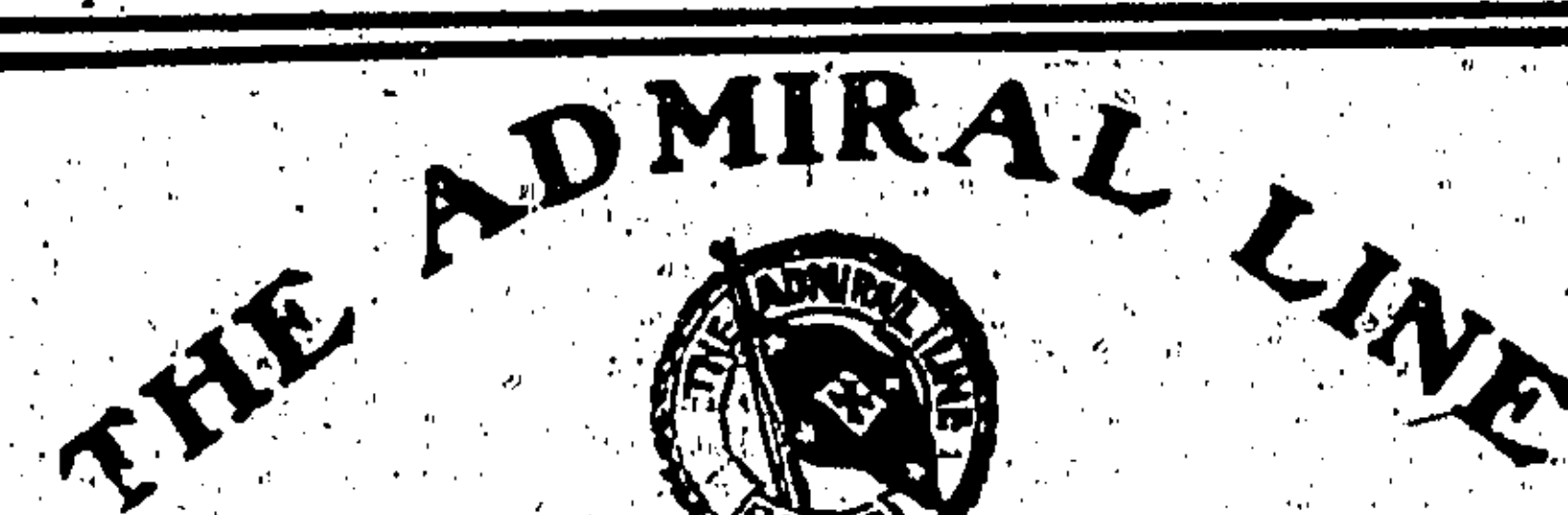
(Calling at Kobe and Yokohama).
"MONTAGUE" ... Freight only ... About April 26th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions. [71]



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S. STEAMERS

CADARETTA For Haiphong, Saigon, Java Ports April 7th.

LAKE FARRAR ... April 20th.

LAKE ONAWA ... May 19th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars & Rates Apply to—

THE ADMIRAL LINE.

5th Floor, HOTEL MANSIONS BUILDING. Tel. Add.: ADMIRALINE. Telephone 2477 & 2478. [75]

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

WM. H. WEBB, ... April 11th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

Telephones 2477 & 2478. AGENTS. 5th Floor HOTEL MANSIONS. [178]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Discharge	Sailing Date
SHANGHAI, KOBE, YOKOHAMA	"AMAZON" ... 11,000	On or about 7th April
	"ANDRE LEBON" ... 10,000	On or about 27th April

Destination	Steamer & Discharge	Sailing Date
MARSHALLS, SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUEZ	"CHILI" ... 10,000	On or about 18th April

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

Telephone 740.

R. BODENFUSER.

Agent, Agents, Queen's Building.

